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[SUPPLEMENTARY WIRE FROM INDIAN PAPERS.]

LORD ROTHERMERE AND THE AIR FORCE.

London, July 29th

Lord Rothermere, who was Secretary for the Air when the naval and military branches of the Air Force were amalgamated in an article in the *Daily Mail* declares it was a purely war expedient and he never contemplated its continuance after the war. He now advocates the ultimate complete disappearance of the Royal Air Force and strongly supports the Sea Lords in their demands.

GERMAN JUTE PIECE-GOODS.

London, July 29th.

The increase of imports of German-made jute goods in Great Britain was called attention to in the House of Commons by Mr. Grenfell (City of London), who declared that 4,573,000 square yards of such goods were imported into London in the period December, 1922, to May, 1923, and approximately 7,500,000 square yards imported into Liverpool for the three months ended the 30th June. Lieut. Colonel Buckley said they were aware that such imports had increased considerably, especially in the June quarter. Exports from Germany to elsewhere also increased, but British exports of jute piece-goods in the first half of 1923 increased by 18 million square yards compared with the first half of 1922, or more than the whole of the imports of such goods from Germany for the half-year.

FOOD SHORTAGE IN GERMANY.

London, July 31st.

The Cologne correspondent of *The Times* writes:—The strange spectacle of deerskins storming wagons in the market place and pressing fistfuls of paper money on to peasants with little regard to the prices and the weights of goods was witnessed this morning. The price control officials are impotent except in a few instances to prevent profiteering. Eggs and fresh fruit are the only plentiful supplies of food.

LEAKAGE OF CONFIDENTIAL INFORMATION.

London, August 1st.

A leakage of information from the Admiralty has been disclosed in the House of Commons by Sir W. Joynson-Hicks who referred to recent disclosures which he believed were connected with the official memorandum drafted by the Sea Lords in connection with the Air Force controversy. Sir W. Joynson-Hicks said that the Premier had deputed several Cabinet Ministers to inquire into the matter.

WAR OFFICE EMPLOYEES.

London, August 1st.

In the House of Commons, Lieut. Col. Guinness, replying to Mr. Thomson, said the War Office employees numbered 2,320 compared with 1,560 before the War. There was no prospect of reduction of staff, inasmuch as the permanent organization of the post war army was so much more complicated and technical including as it did such branches as the tanks and signalling.

SQUANDERING PUBLIC FUNDS.

London, August 2nd.

There are many strictures on losses and irregularities in the report of the Committee on Public Accounts, which cites as an example the War Office's difficulties in winding up the Mesopotamian campaign accounts.

The case is mentioned of a tug hired at Singapore by the Inland Water Transport at £200 per week to tow vessels to Basra, with the option of purchase for £9,000. The tug, on its arrival, was retained for use, and through a change in personnel and the destruction of records in a fire the fact that she was hired was altogether overlooked. Her employment ceased in April, 1920, but the hire charges continued until August, 1921, involving a total cost of £15,000. When the War Office heard of her existence, it was estimated that she would cost £8,000 to refit and to take her back to Singapore. She was therefore purchased for £6,000.

MAROONED ON WRANGEL ISLAND.

London, August 2nd.

A director of the British Wright Co., in a letter to *The Times*, appeals for funds to enable him to send a ship to the rescue of three white men and some Eskimos, who have been marooned on Wrangel Island for the past two years. The party was sent to the North at Stefansson's expense to hold the island until Great Britain had decided whether it was to be retained as a part of the Empire or not, and supplies must have given out last year. It is expected that they have since existed by hunting. The Wright Company has voted 600 dollars.

BOMBING BATTLESHIPS FROM AIR.

London, August 3rd.

The air-bombing of the *Amagatsu* proceeded successfully. Six De Havilland machines, flying at a height of 8,000 feet, dropped many missiles at close range without registering direct hits.

The *Amagatsu* answered wireless control from the destroyer *Truant* manfully. Experts point out that greater damage may be done to vulnerable parts by bombs bursting in the adjacent water than by actually hitting the well-armoured decks or gun emplacements.

RUSSIAN EXPORTS OF GRAIN.

London, August 3rd.

In connection with the recent report that the Russian Government has ordered 4,000,000 jute bags from Dundee for the purpose of transporting grain, it is now stated that the Soviet has placed an order for a million bags with Jute Industries. About £20,000 is involved, and Dundee is expecting a further order for 4,000,000 bags shortly.

LADY RACHEL CAVENDISH MARRIED.

London, August 4th.

The whole countryside for miles around turned out for the wedding of Lady Rachel Cavendish, daughter of the Duke and Duchess of Devonshire, and the Hon. James Stuart, son of the Earl of Moray. The solemnisation took place in a tiny church on the Duke's estate in Derbyshire.

BANK HOLIDAY IN ENGLAND.

London, August 4th.

Record crowds departed for the seaside, countryside and the Continent to spend the most popular outdoor holiday of the year. The most notable feature is the number of travellers crossing the Channel, which is estimated at 60,000. Among the departures was the Prince of Wales, travelling incognito, as the Earl of Chester, to France. Over 2,500 excursionists left for Ostend alone, while long distance inland excursion traffic is greatly in excess of previous years. It is expected that Southern Bank Holiday will be broken this year. Demands for the Cross-Channel aeroplane service far exceed the capacity.

NEED FOR CHEAPER TRANSPORT.

London, August 5th.

The Chamber of Shipping of the United Kingdom has issued a statement, in the course of which it states that the Dominions want cheaper transport, but that it is vain to expect this until they substantially reduce their own Port and other terminal charges, which at present absolutely bar the cheap marketing of Dominion produce.

The statement specially deals with Australasian conditions, in which connection the Chamber passed a series of resolutions protesting against excessive Port charges. Taking as an illustration the case of an 11,000 ton cargo boat staying for five days in port, the statement shows that the increase over pre-war Port charges averages 85 per cent. in the case of the United Kingdom and South Africa, and 145 per cent. in the case of Australia, which was 150 per cent. more than the United Kingdom, eighteen months ago, when the authorities recognised the wisdom of making reductions.

Reference is also made to the disproportionate increase in light dues in Australia and the general running costs thither, compared with those of Great Britain.

The statement concludes by saying that notwithstanding the present unremunerative nature of shipping, Australia, in common with other Dominions, takes from incoming ships an assumed profit based on 10 per cent. of its gross earnings. This is a very serious obstacle to trade, and very unjust. It is essential that the vicious principle of double taxation of shipping profits should be eliminated from this Empire, if we are to develop our mutual resources and trade.

The hope is expressed that the opportunity will be taken at the Economic Conference to put this right.

SCOTLAND YARD AND WIRELESS.

London, August 6th.

Wireless to an outward-bound steamer was effectively requisitioned in the Scotland Yard search for Samuel Gilbert, a Hatton Garden diamond merchant, who was brought up at Bow Street on a charge of unlawfully obtaining jewellery and cash under false pretences.

Prosecuting counsel stated that accused sailed on the *Highland Loch* on April 5th and wireless elicited that a man suspected to be Gilbert was aboard, but the steamer arrived at Las Palmas too late for his detention. He proceeded to Rio de Janeiro, but it was impossible to get him until he arrived at Monte Video, whither an official from Scotland Yard specially went in pursuit and brought Gilbert back, after a 13,000 mile journey.

Accused was remanded, bail being refused.

"Boy! A Good Smoke, my Shippers and Armchair."

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CHINESE OPTICAL CO.

Eye-sight Specialists.

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Hongkong.

THE HONGKONG HOTEL CO.,

LIMITED

ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony.
- (b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(a) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
- (b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;
- (c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employé in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.,

WALTER J. HAWKER,

Secretary.

Hongkong, 15th August, 1923.

W. P. SIMPSON

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A complete and up-to-date account of the recent TYPHOON, appears in

"THE HONGKONG WEEKLY PRESS,"

Published To-day.

The account will be

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I PAGLIAUCI (Leonavalle) Prologue Riccardo Stracciari, Baritone.
Do. Vestì la giubba (On with the Play) Nino Piccaluga, Tenor.
Do. O. Colombina (Harlequin's Serenade) G. Zenatello, Tenor.
BARBER OF SEVILLE (Rossini). Numero Quindici (Number Fifteen) A. Bonci (Tenor) and Ferruccio Corraletti (Baritone).
Do. Voi dovreste travestirvi (You must disguise yourself)
TANNHAUSER (Wagner) Oh! tu bell'astro (The Evening Star) Pasquale Amato, Baritone.
I VESPRE SICILIANI (Montforti) Aria di Montforti Riccardo Stracciari, Baritone.
LUCIA DE LAMMERMOOR (Donizetti). Tu che a Dio spingi i guai tuoi (Thou hast spread thy wings) Alfred Picaver, Tenor.
TOSCA E lucevan le stelle (The stars were shining) Nino Piccaluga, Tenor.
MEFISTOFELE (Baldoni) Non lo spirito Adamo Dilor, Bass.
RICOLETTO (Verdi) La donna è mobile C. Lasci-Volpi, Tenor.

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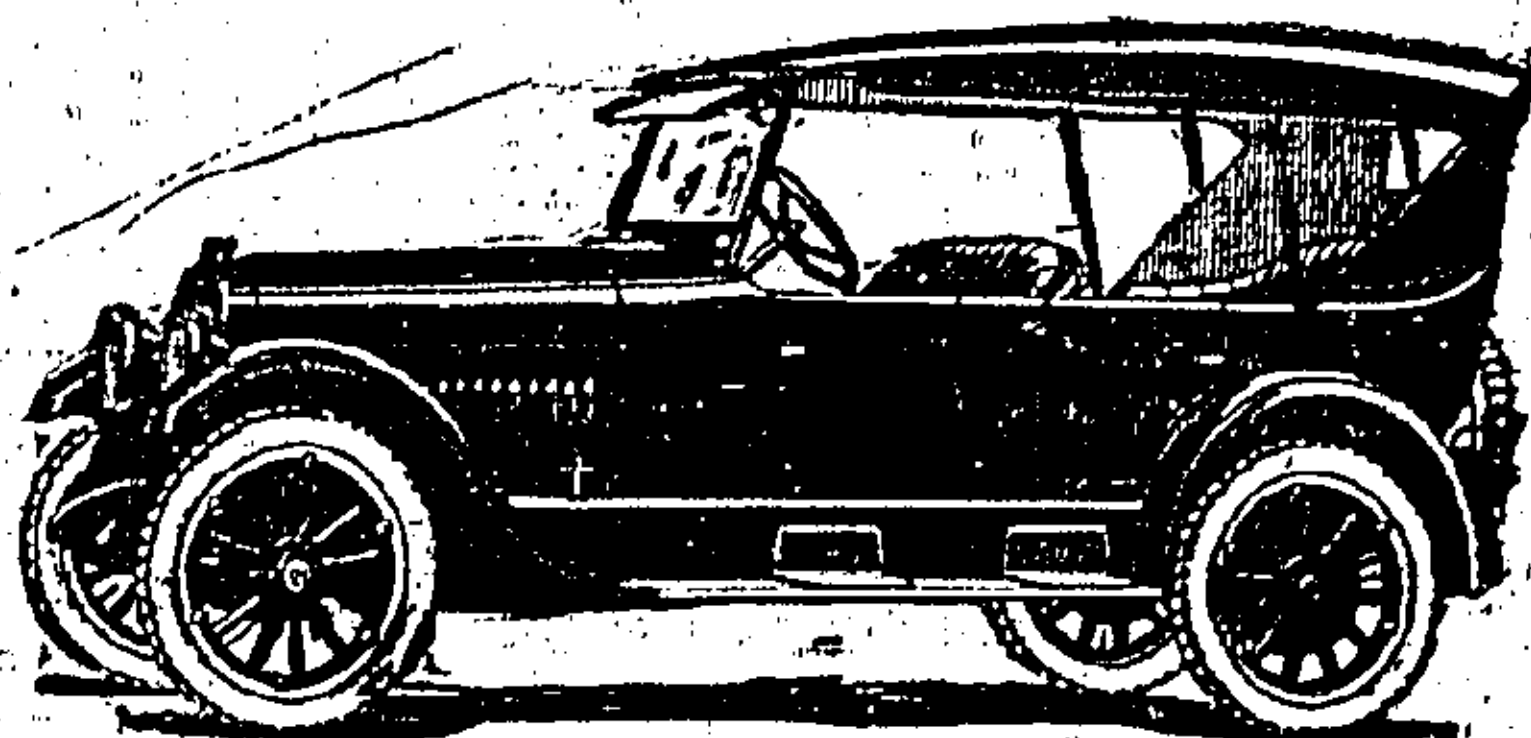
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PRIZES to be Drawn for on Night of the "AL Fresco" FETE—23rd DECEMBER, 1923.

F. H. BARNES, President.
SIMON TSE YAN, Vice-President.
J. P. SHERREY, Treasurer.

1160]

HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Potts in their Weekly Share Report dated August 24th say:

The local market has been moderately active, but the volume of transactions put through still remains small.

Business was dislocated on Saturday last by a disastrous typhoon which passed over the Colony doing considerable damage to property and shipping. This was reflected on the share market in the beginning of the week by a sudden spurt in the price of Hongkong and Whampoa Dock shares, but the demand was not maintained.

The Shanghai market has been fairly good, and most Cotton shares are rather higher.

Banks.—Hongkong and Shanghai Banks recovered strength during the week and sales have been made up to \$1,100. The latest cable quotation from London is 2120 (middle).

Marine and Fire Insurances.—Unions are firmer and have been dealt in at \$231/2/232. There are buyers of Carbons at \$625, North China at Tls. 140, China Fires at \$130 and Hongkong Fires at \$475.

Shipping.—Douglas Steamships have been placed at \$62 and Hongkong, Canton and Macao Steamships at \$42. Star Ferries at \$33 are quiet with no business passing.

Refineries.—China Sugars after the display of strength last week, have not received support, and the price has eased off to \$214.

Oils and Mining.—Raub's have been bought at \$5. "Shell" at 70, Kailan at 59, Langkats at Tls. 30 and Tronohs at 28/- are wanted at quotations. Uru Caspians at 12/3 and Benguet at P.32 continue neglected.

Electric Companies.—China Lights have been negotiated at \$14.95 and \$14.80 for the Old and New shares respectively. Hongkong Trams have receded to \$23. Hongkong Electric at \$32 have not moved.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks after having been offered at \$142, came into strong demand and were sold at \$150, but the market has since weakened to \$148. Hongkong and Kowloon Wharves are steady at \$150. Shanghai Docks have again come to business at Tls. 69. New Engineering have been booked at Tls. 7 and continue in request. Hongkew are asked for at Tls. 100.

Land, Hotels and Buildings.—Humphreys Estates have been put through at \$25. Hongkong Lands have changed hands at \$55. Kowloon Lands are saleable at \$55.

Cotton Mills.—Ewos have appreciated and sales have been made at Tls. 121. Shanghai Cottons are wanted at Tls. 80. Orientals have come to business at Tls. 47/4.85.

Miscellaneous.—Deals have been made in Dairy Farms at \$25.60. Peak Trams (Old) have been taken off the market at \$141 and the New shares at \$21. Watsons have been booked at \$21/21. There are buyers of Lane, Crawford at \$172. Realty at \$2.65, Taxi Cabs at \$5 and Sinceres at \$12. Green Island Cements, owing to liquidations for the Settlement, have weakened to \$35.

Forward Settlement Days.—27th August (Monday), 27th September (Thursday) and 27th October (Friday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/3 and on Shanghai 74.

BRITISH IN VLADIVOSTOCK.

In the House of Commons on July 19th, Mr. McNeill, in answer to Sir E. Stockton, states: There is at present no British representative at Vladivostock. British subjects there were recently advised to leave, and I cannot give the exact number who still remain, but there are probably between 70 and 80. I have no reason to believe that their situation is any more dangerous than that of British subjects in other parts of the Soviet Republic.

RUBBER EXPORTS TO U.S.

In the House of Commons, in reply to Mr. Wynn, the President of the Board of Trade (Sir Philip Lloyd-Greame) gave the following quantity and value of crude rubber (foreign and Colonial produce) exported from the United Kingdom to the United States of America during the year 1922 and the six months ended June 30th, 1923:—

Period.	Quantity.	Value.
Year ended Dec. 31,		
1922	Tons 22,511	\$2,021,331
Six months ended		
June 30, 1923	25,235	3,872,533

HONGKONG SHARE MARKET CLOSING QUOTATIONS

August 24th, 1923.		
Hongkong and Shanghai		
Banks	\$ 1,095 b. & sn.	
Canton Insurances	\$ 625 b. & sn.	
Union Insurances	\$ 920 b.	
Steamboats	\$ 412 b. 42 sn.	
China Sugars	\$ 214 ss.	
Langkats (Combined)	Tls. 30	
Kowloon Wharves	\$ 160 ss.	
Whampoa Docks	\$ 148 ss.	
Shanghai Docks	Tls. 81 b.	
Hongkong Lands	\$ 85 b.	
Humphreys Estates	\$ 24 1/2 b.	
Ewo Cotton Mills	Tls. 12 1/2 b.	
Cements	\$ 22 1/2 b.	
Waterbouts	\$ 17 1/2 b.	
Hongkong Trams	\$ 23 1/2 ss.	

MONEY DUE CHINESE M.P. NEARLY \$1,838,251 IN ARREARS.

At the request of the members, the Speaker of the House of Representatives at Peking has made public the present status of receipts from the Central Government. In the year ending July 31st the House received \$1,029,374, to meet its expenses. That still leaves the salaries of the members due in a total sum of \$1,838,251.

Other sums due include \$122,000, for travelling expenses of the members to the third session; \$27,000 as allowances to the families of nine members who died in Peking; and \$12,000 the cost of summer and winter uniforms of the House guards.

Taking these three sums with the salary arrears, the Ministry of Finance owes the House of Representatives alone, \$1,838,251.

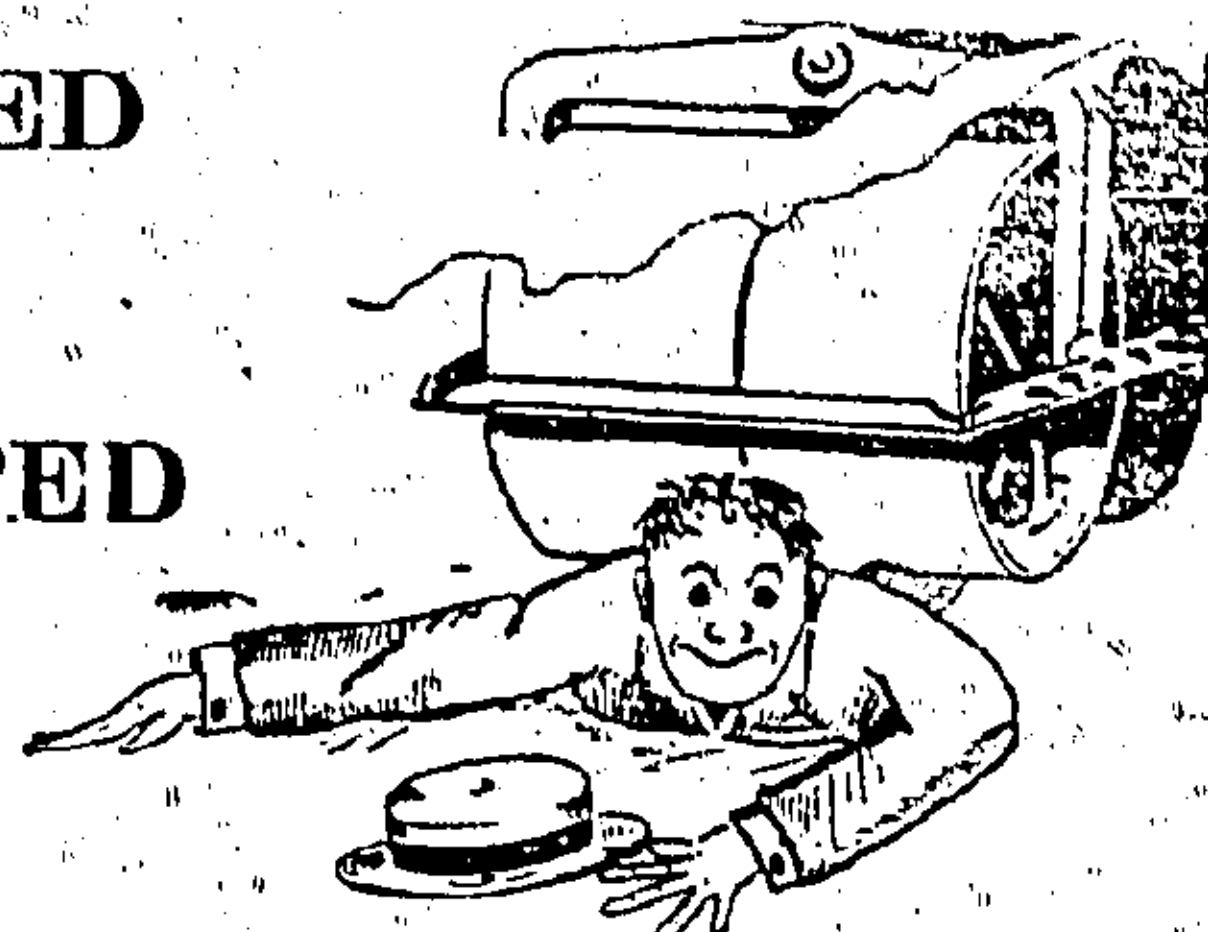
THE YUNNAN RAILWAY. THE REPORT FOR 1922.

At the ordinary meeting of shareholders of La Compagnie Française des Chemins de fer de l'Indochine et du Yunnan, held on June 25th, M. Stanislas Simon presiding, it was reported that for the year 1922 the receipts in Indo-Chinese dollars (piastres) were \$18,691,566, in Yunnan dollars, \$3,318,920, and in francs 640,016, a total of \$2,248,503 fr., being an increase of 16.22 p.c. compared with 1921, although rate of exchange was less; working expenses increased to 18,912,313 fr., taking into account the endowment of relief and provident funds for the personnel; credit balance for 1922 increased to 1,569,282 fr., and from various profits to 1,574,968 fr., a total of 3,084,251 fr.; dividend 50 fr. on each preference and ordinary share.

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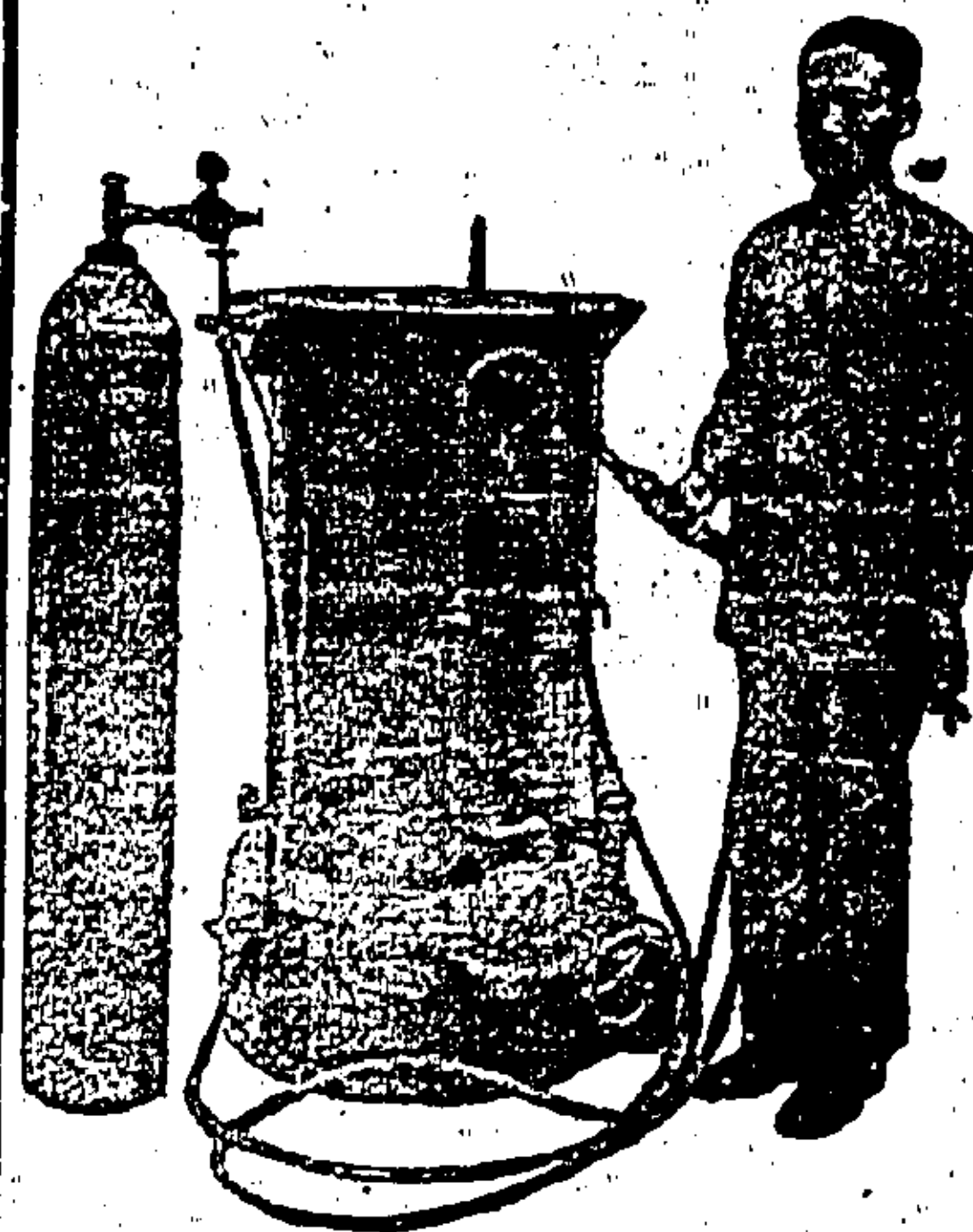
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Do you hear of a fluid

That will draw roaches and ants out of every hole, crack or crevice before killing them, and not poison food?

That will kill bed-bugs instantly and not leave an odor?

That will kill flies by the roomful and not harm paint or paper?

That will kill mosquitoes and not harm baby?

That will bring moths out of clothes and wardrobes and not harm your clothes?

That will take fleas off a dog and not harm the dog?

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WATER-TUBE BOILERS.

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We have just received a line of Knicker
Hose which for quality, appearance and hard
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These excellent stockings in various weights and
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SUIT CASES and TRAVELING RUGS
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WATER PROOF FOR RAINCOATS
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DINNER SETS
English Manufacture, 82 Pieces
FROM \$60 UP.

TEA SETS
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An opportunity seldom offered.

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**CHINA ASSOCIATION.
THE ANNUAL REPORT.**

In the Annual Report of the China Association presented at the meeting on July 27th, at the P. & O. Company's offices, it is stated that in foreign affairs the Chinese Government had been amazingly successful in securing the acceptance of terms at Washington which could fairly have been described as "peace with honour," even if that Government had represented a united country and if the country had pulled its full weight in the Allied boat during the great war.

Although the Foreign Powers were well aware that these conditions did not apply to China, their attitude of goodwill towards her clearly indicated their earnest desire to assist her in the re-establishment of settled Government. Experience seems to indicate, however, that the friendly spirit shown towards China by the Great Powers at Washington has not been appreciated, and that their efforts to assist her in setting her house in order have miscarried.

At no time in recent years has unrest and disorder been more pronounced. The whole country is utterly tired of the mismanagement of its governing classes, but the many who would like to see the incompetent rulers swept away are prevented from taking effective action by the intimidation of the few who are in power. The situation gives rise to considerable anxiety because of a recrudescence of attacks upon foreign life and property. At no period since the Boxer outbreak have these attacks been so frequent or so serious as during the past year. After the Great War there was a general feeling amongst all the Great Powers that China should have a fair chance to work out her own salvation, and that she should be able to count upon the friendly support of the Powers in the efforts which it was hoped she would make to set her house in order. While that feeling is still strong, in so far as it relates to the people of China, there is a growing disposition to doubt both the sincerity and the capacity of her governing classes.

FOREIGN TRADE—FINANCE.
While the volume of trade with foreign countries was maintained upon an extensive scale, a great proportion of that trade was unprofitable, and large losses were suffered by the majority of British and, it is believed, by other foreign merchants. The great "slump" in values affected many of the Chinese commercial community who were unable to carry out their engagements, with the result that the burden of heavy losses which ought to have been borne by them was thrown back upon foreign merchants. We have to record with extreme regret that some of the oldest and most highly-respected names, connected with China from the earliest days and with this Association from its beginning, disappear from the list of British firms in China.

The chief event bearing on the finances of China has been the sitting of the Customs Revenue Commission, in accordance with the provisions of the Nine Power Treaty signed at Washington in February, under which the tariff has been made an effective 5 per cent., and by which the Customs Revenue has been raised by an amount estimated as between 15 and 20 million dollars. The first effect of this measure will be the improvement of the security of the Customs Loans.

The second effect ought to be some easing of the tense financial conditions under which the administration of the Chinese Republic has been carried on during recent years. The third effect is the improvement of the condition of the Domestic Loans, for which the Inspector-General has accepted semi-official responsibility. With this exception the hopes of financial reconstruction excited by the Washington Conference have remained unfulfilled. The weight of unsecured loans and other miscellaneous indebtedness hangs like a millstone round the neck of the Government.

Railway development during the year has been almost at a standstill. That China is wishful to put a Trade Marks law into operation appears to be emphasised by the fact that a Bureau for the registration of trade marks was recently opened in Shanghai, and it is reported that others may be opened in Tientsin, Hankow and Canton. As, however, such a procedure is distinctly opposed to the provisions of Article VII. of the Marco Polo Treaty of 1922, strenuous objections were lodged by the Shanghai branch with the Consul-General.

**IN THE HANDS OF BANDITS.
LITTLE DONE FOR FATHER MELOTT.**

BANDITS SET AMBUSH FOR ANOTHER PRIEST.
News with reference to Father Melotto (says a Hankow paper), still remains rather uncomproising. Father Arrieta, writes from Tungkong that there is no sign of the troops which are supposed to be taking active measures against the brigands starting any offensive. He had received a letter from Liu, the leader of the bandits sent through Father Arrieta, to come to personally talk the matter of terms of release over personally. He signified his willingness to go but General Pang refused to allow him to proceed to the appointed place. It was just as well as later developments showed that a force of 200 brigands had been sent out to ambush the road and capture him. A further letter was received from Liu this time making the appointment at a neutral place and Father Arrieta went but no representative of the bandits appeared on the scene. It is now reported, says Father Arrieta, that in consequence of further troops being sent down from the north the bandits are "contemplating retreating" and provisions and necessities to Father Melotto but the messengers carried away the goods had been taken from them by members of the bandit band who had told them to report that the things would be faithfully delivered.

Father Louza writes from another place in the vicinity to the effect that the bandits now will not allow anyone to see Father Melotto. Messengers who have been sent by him with parcels for Father Melotto have have been turned back. Some anxiety is therefore being felt over the old man as one can only gain news from native sources and these are not to be relied on. As an example of the reports Father Arrieta asks for confirmation of one which states that two Roman Catholic fathers had been captured at Tsao-yang when the bandits recently raided that place. The report has no foundation of truth as word has been received from the Bishop of the territory stating that there were no foreigners in the city at the time.

**EX-ENEMY VESSELS.
SIX SHIPS MORTGAGED BY CHINESE GOVERNMENT.**

The Ministry of Navy has issued an order for the abolition of the Department for the Lease of Enemy Ships. Some time ago the Yu Feng Company paid \$500,000 to the Ministries of the Navy and of Communications as security. Recently the Department informed the Company that it should pay to the Ministry a sum of \$200,000 for the lease money, but the Company said that the Ministry owed them that amount. Now the trouble has been settled, and the Ministry has now transferred the "Yu Feng" to the Ministry of the Navy. The other six boats to the Yu Feng Company at \$700,000. The Company has also to advance a sum of \$200,000 to the Department.

BRITISH EMPIRE EXHIBITION.

Mr. Ormesby-Gore, in the House of Commons, informed Sir H. Britain that the only Colonies declared their intention of not participating in the British Empire Exhibition were Gibraltar, Gambia, Siam, and North Borneo. Fiji was still uncertain, but hopeful that it might be possible to participate.

Hankow, Kiating and Tientsin) directly was experienced, and the British Consul in the ports concerned acting on behalf of His Majesty's Government, became responsible to the Chinese Government for the Government Land Tax in respect of the whole settlement area, and the settlers received Crown leases for a period of 99 years. It seems to have been purely fortuitous that any distinction was allowed to arise between the holders of land in any of the Treaty ports in the matter of tenure, an inference which is confirmed by the fact that neither in Japan nor Korea, where the conditions were identical, did British settlers hold on a tenure other than that of lease in perpetuity. Moreover, subsequent British settlement extensions have been on the basis of a tenure in perpetuity.

The leases date from 1861, and have some 37 years still to run. But in relation to the life of high-class business premises this is a short period, and as long as 19 years ago an owner of a lot in Tientsin, desirous of erecting a high-class building, made inquiry of His Majesty's Government as to the views of His Majesty's Government as to what would take place at the end of the lease. The Government has formulated a definite scheme involving payment in the form of rent, or, alternatively, a capital sum, based on the present-day value of the reversion which is calculated on the present market value of the land to which is added half the value of existing buildings under the name of "building value." This offer has been regarded in China as most unsatisfactory. Tientsin has sent a special representative to Mr. P. H. B. Kent, barrister-at-law, in London to make representations direct to His Majesty's Government. Hankow took advantage of a visit to England of their legal adviser, Mr. A. V. Perry, solicitor, to co-operate with Mr. Kent in presenting the case. The matter being still, as it were, subjudice, it is not possible to do more than to say that these representations may have secured a rehearing of the case and a reconsideration of the contention of the interested parties for renewal on nominal terms. The committee endorse the views of the Treaty ports concerned, to which end they placed on record a despatch to His Majesty's Secretary of State for Foreign Affairs. A satisfactory outcome is hoped to ensue.

**THE TYPHOON AT TAI MO SHAN.
EXPERIENCES OF THIRTY-SIX CAMPERS.**

The following account appeared in yesterday's Canton Daily News:—
The typhoon of August 18th destroyed the summer camp at Tai Mo mountain, the thirty-six campers having a thrilling experience.

At eight on Saturday morning those who crossed the ridge to the mess shack found, in the north slope, a heavy gale with wind and rain, so breakfast was taken to the shacks where there were children.

The first group driven out were Mrs. Wannop and Bobby and Miss Purry, when their south window was broken through. They went to the next shack which was intact and still dry and there had breakfast in apparent security. Confidence was further shaken during breakfast, however, when the three camp cooks and two coolies came shivering up shouting that the big mess shack was down. They climbed in by a window and one had a cut face dressed, when a hole broke the comparative peace, and a hole appeared in the gable end. Dr. and Mrs. Thompson were attempting to patch this when the whole shack rather gently, collapsed and the three women and two children with Dr. Thompson's help, struggled out of the debris and made their painful way to some near rocks, crouching behind these in the furious wind and rain. Up to this time the Wannop and Miss Purry were returning from a salvaging expedition with blankets and mints for the babies, suddenly it was lifted by a gust of wind and upon them. Miss Purry was "buffeted" against a rock but both escaped worse injury. Shortly after, with boards provided against the emergency to keep them out of the streams of water, and blankets to protect them somewhat, some measure of safety was achieved. Soon Mr. and Mrs. Lerrigo joined this group, their shack having gone down the hill. This with Dr. Oldt's which was still unoccupied, made a clean sweep of the north slope.

The same fifteen minutes that swept away the shacks on the north had also completely demolished these on the south.

Miss Katherine Bankers, Miss Helen and Vaughn and Miss Craft were vainly endeavouring to stop the floods of water that were coming through their roof when a weary voice came through the back window, "May I come in? Our shack is gone." Lifting the window they beheld Miss Sutton almost exhausted, shivering, hardly able to speak, and with legs bleeding. She was hurriedly pulled through the door a few minutes later. A second later Dr. Hollings and Mr. Foster appeared at the same window bearing lanterns, kerosene cans and Mr. Foster's Sunday sermon, rescued from their own tottering shack. The next minute Miss Elliott, Miss MacKay and Miss Griffin were clamouring for admission, as their shacks had also left the mountain side.

But before any help could be given a sudden gust of wind tore open the door and two of the women jumped out, escaping the shack which a moment later buried the other two beneath it. They crawled out from beneath the debris, and stood up to catch their breaths, only to be hurled over again by a piece of Mrs. Howe's shack which had, during this time, been chasing Dr. Hollings down the hillside. They then crawled to a near rock for shelter, where six people sat as close together as possible, and wrapped up in the few blankets they were able to snatch, they watched their belongings go down the hill—coats, suitcases, pails, buckets, chairs, following each other in quick succession. Up to this time, they had not heard Miss Sutton's tale, so sitting behind the rock, with the stinging rain hitting their faces, and water running in streams underneath them, they listened. When she and Miss Katherine Vaughn returned to their shack after breakfast they found it leaking badly, so with the help of Mr. Howe they began patching up. Miss Sutton was starting out the door to the shack below, when suddenly the shack struck her and sent her flying in mid-air down the hill where she landed against a rock and sustained a badly wrenched knee. Miss Vaughan and Mr. Howe were thrown to the floor. The latter's shoulder bone was broken in the fall and Miss Vaughan was so stunned that she did not know what happened, nor does she know how she reached the rock behind which she was crouching when her senses returned.

Mr. and Mrs. Spencer with their six months' old baby were in their sleeping shack. He was bundling the baby in blankets preparatory to seeking shelter behind the rocks. Suddenly he saw his wife fly above his head and take a swan dive down the hillside with the shack and its contents following. He himself curled around the baby and went head over heels down the hill as in a football scrimmage. They recovered sufficiently to put out their three other children from the ruins of their mess shack. Susan had a broken collar bone and badly bruised face but was plucky to the end. It was an act of Providence that none of them were more seriously injured.

THE DESCENT.

At about two o'clock, although the wind was still raging and the rain felt like needles in their faces, it was felt necessary to make the descent if they were to reach the village by dark; so the thirty-six of them started off, making the best time they could. The men and some of the ladies helped the children and the injured. The patch was a raging torrent, the wind was terrific, and the rain cut like knives into their flesh. Every few minutes they were forced to take shelter behind rocks or crouch close to the ground to keep from being blown off the mountain.

After crossing the first three ridges the wind was calmer and walking easier. About half way down the weary party were glad to meet Mr. Smythe, Mr. May and Dr. Oldt who had come to help them in the difficult descent. The motor road was at last reached at about six o'clock, and Mrs. Oldt and her family, who had been on their way up the mountain when the typhoon began, provided a welcome in the Tuen Wan chapel. Mrs. Oldt served each group of refugees as they arrived with hot cocoa and coffee and provided dry clothes and bedding for the children and the disabled. As soon as the first parties were safely housed, the men returned to meet and help the later comers; and by 7.30 the whole camp was collected. The mess cooks, who showed such splendid spirit, got to work at once in the somewhat wrecked chapel and a hilarious meal was served, filled with congratulations over the numberless wonderful escapes. One of the most wonderful was that Dr. and Mrs. Creighton had with the help of Dr. Dolson and Connelly, got their five children down the mountain cheerful and unharmed.

GETTING BACK TO HONGKONG.

The problem of getting back to Hongkong was difficult. The motor road through the village looked like a battle ground for the trees had been blown down and they lay stretched across the road like a barricade. Word came that it was impossible for motor cars to get through, so some of the men went in search of other means of transportation. They soon returned with news that a police launch would take them to the city. Twenty-five of the party, mostly women and injured folks, started off on the dark day in two sampans. Unfortunately the launch had not waited, so a forlorn company toured about on the dark water, taking refuge behind a junk for the worst blow and asking word of the runaway from all the moored vessels within reach. At last they came alongside two large customs launches; and Captain C. W. Boulter of the *Chung Kong* promptly invited the party on board without asking explanations until later. After hearing their story he then offered to keep the destitute-looking crowd over night and to take them to Hongkong in the morning. He and his mate then gave up their quarters to the women and children and did everything possible to make them comfortable. Captain Scobberg and his crew of the sister launch, the *Pak Tau*, with equal kindness entertained part of the group.

Sunday morning the people at Wai-mans, on the Peak Tram and on the Kowloon ferry were interested to see groups of informally dressed and weary-looking people with a few damp bundles, joyfully seeking home and friends. Early the same morning a group of ten men and women with the Chinese servants climbed the mountain again to salvage whatever remained near the wrecked camp. Late Sunday night loads of beds and miscellaneous bundles were delivered at the Y.W.C.A. house in Kowloon, and on Monday the work of napping, washing and drying began. It will be some time before that part of the story is finished.

The campers are deeply grateful to the people of Tuen Wan, who opened their chapel to the refugees and showed them sympathy and consideration. Articles of value which they found on the mountain were promptly returned to Cheong On, the capable head man of the village, and came back to their owners. To the Captains and crews of the two Customs launches for their hospitality, to the people who climbed the mountain to help in the rescue work and salvaging, to the Y.W.C.A. secretaries in Kowloon, who opened their home to weary wanderers and dirty baggage, and to Mr. Howe, the camp manager, and his associates who through fair weather and foul worked to keep the campers comfortable and happy, they give their heartfelt thanks.

In spite of the rather upsetting close of this year's camp most members are agreed that Tai Mo Shan could be the summer resort par excellence for South China. Indeed some who have visited Kuliang and Kuling declare that the coolness of the air and variety and beauty of the views far surpass either place. The accessibility to Hongkong and Canton, the comparative ease of the ascent, the immediate improvement seen in every camper, especially the children, the lovely walks and interesting climbs, the wonderful sunsets and sunrises, and even the glories of the storm clouds made Tai Mo a perfect summer resort except for typhoons.

PENANG HILL RAILWAY.

The first trial run on the Penang Hill railway, took place recently, with one passenger carriage, one good truck being used to hold the balance. Except for a little difficulty experienced in going over the point at the loop where the two cars passed each other, the trial was satisfactory, though the goods truck was unsuitable for the purpose. The lower section of the railway is practically completed and it is now possible, with the lower section in working order, to get up material quickly, and it is hoped to complete the upper section at an early date. The railway will probably be opened at the end of October.

CROWN COLONY LOANS.

In the House of Commons Mr. Wise asked the Under-Secretary of State for the Colonies the approximate loans of the various Crown Colonies, giving the population of white and black in each Colony.
Mr. Ormesby-Gore, in a written reply, gives the figures, which include:—
Loans at end of January 1921.
Colony. 1921 and Whites. All races.
1921-22.
F.M.S. States, 4,779,507 5,886 1,234,609
Hongkong, 1,960,724 12,950 622,003
Straits Settlements, 21,015,068 6,149 883,769

AT KOWLOON DOCKS.
WORKS AT FULL BLAST.

Impelled by curiosity I set out with a friend in the cool of the afternoon on Wednesday on a trip across the harbour and motored to that great hive of industry—the Docks—on the Peninsula to ascertain at first hand the activity following more or less on the typhoon which visited the Colony on the 18th inst.

Arriving at the yard, the great boiler shop at once attracted attention, and in its Chinese mechanics were labouring at the construction of a huge boiler of very big dimensions. Then punching and rolling sheds came under notice. It was a marvel how great heavy steel plates of about 3-inch thickness were punched with as great ease almost as a tram ticket collector would punch one's travelling ticket of thin sheet of paste-board.

STEAMERS UNDER REPAIR.

Beyond the old building berths, so familiar to visitors of the Dockyard during war time, when Hongkong supplied its quota of new ships to carry on "business as usual" across the seas, an overhead travelling crane is now observable. Right under this crane, alongside the sea-wall, lay the *Alcornoque* steam *Sui* *da* which had her mast carried away and the dock fittings more or less damaged during the short hour when the wind raged with such fury in the forenoon of Saturday last.

By the stone pier the big steamer *Ducimet* lay alongside. The much-chalked plates of the hull of the ship bore evidence of the extent of attention which she had received at the Dockyard hands. In the drawing loft one recalled the hospitality enjoyed on numerous occasions when the Directors of the Company and the Management entertained their guests on each launching of a new steamer built by the Company. By the loft, near the slipway a tiny motor-boat rested on her props with one of the scantlings of the hull removed to be replaced by a new one.

A BIG STEEL LIGHTER.

On the slipway itself there were two boats. One is a big steel lighter bearing the initials and figure on the bow "B.P.M. 88" and lower down the dock launch *K7*. The lighter is no crumple of the typhoon havoc. She has been undergoing repairs now for some time. A large number of her bottom plates have had to be removed and replaced by the new plates which were being riveted into position. The *K7* came to grief last Saturday morning when she was badly buffeted and her wooden side slightly ripped open taking in water which sent her to the bottom of the sea. In almost no time the Dock Company's own salvage party set to work on her and early on Sunday morning the *K7* was hauled on the slipway and repairs at once taken in hand.

On the other slip can be seen the Japanese ship *Sekino Maru* which was the object of so much attention on Saturday and Sunday when she was tied up to the new Statue Pier, having been carried there by the wind and tide. Her propeller is gone, and to the eyes of a layman it appears as if a few bottom plates on her bow will have to go, too, as a result of survey.

PORTUGUESE GUNBOAT IN DRY DOCK.

A picturesque sight is the high hull with the old style battering ram of the Portuguese gunboat *Patric* within the caisson in No. 3 Dock. She took the place of the ill-fated Indo-China Company's steamer *Luang Sang* on the Friday previous to the typhoon. The *Patric* has come over from Macao to undergo her usual overhaul. It is a well-known fact that among the patrons of the Dock Company the *Alcornoque* Government have always seen fit to place the bulk of its work in the hands of the Kowloon Dock people. The Portuguese Consul-General, Senhor A. d'Albuquerque e Castro, had just been on a visit to the *Patric* when the warship was seen in dock on Wednesday.

A FINE INDO-CHINA BOAT.

On the run between Hongkong and India ports is the fine steamer of the Indo-China Steam Navigation Company *Huanying*. For more than a week now she is dry-docked at the Company's No. 2 Dock. Her beautifully proportioned hull with capacious holds to take in cargoes offering at Calcutta and the intermediate ports of Penang and Singapore and with accommodation for a large number of Chinese passengers from Hongkong to the Straits, the *Huanying* is a fine ship to rest eyes on in dock.

NEMAZEE'S S.S. "GORJISTAN."

A conspicuous figure now for some months past at the Docks is the big steamer *Gorjistan* owned by Messrs. Nemazeo. During the typhoon she occupied the No. 1 Dock and so escaped scatheless. Today she is alongside the sea wall right under the big sheer legs on the water front. By the sheer legs lie three old enormous-sized boilers with two diminutive ones which had been taken out of the engine room of the *Gorjistan*. To all intents and purposes the Dock Company has made a new boat of this finely proportioned steamer. Iron grills near the bridge have been provided and indicate protection to the navigating officers of the ship in case of emergency. The *Gorjistan* is receiving finishing touches on the hull and on deck. It will not be long before she takes her place among the steamers trading to and from the port of Hongkong. The Nemazeo fleet of steamers, which have all been fittingly rechristened with Persian names, is a growing fleet having Hongkong as its port of registry. It is men of the type of Messrs. Nemazeo, Senior and Junior, capable of taking long views and unflinchingly embarking on enterprises involving large capital, that are a real asset to Hongkong. And it is gratifying to record that the prosperity of the firm of Nemazeo synchronises with the prosperity of the Colony.

THE NO. 1 DOCK.

Within the No. 1 Dock two old friends of the port—units of the oil-carrying fleet of the Asiatic Petroleum Company—could be seen, viz., the *s.s. Vulcanus* and the *s.s. Amalthus*. Work below the water line has apparently been completed on both these steamers. By the extreme end of the caisson two huge streams of sea water were pouring in preparatory to refloating the steamers out of dock early on Thursday morning. The jagged bow of the steamer—*s.s. Vulcanus*—gave the impression that she must have come into violent contact with something that has caused the damage. The iron support of a portion of the bridge was also twisted. These damages, of course, will be made good before the *Vulcanus* is out of the Dockyard hands. Both these oil tankers were undocked early on Thursday morning, their place having been taken by a huge T.K.K. double-funnelled liner.

THE TUG-BOAT "HENRY KESWICK."

The powerful tug-boat, *Henry Keswick*, which is without an equal in any of the ports in the Far East, lay in front of the new building berths. On one of the blocks the new Indo-China *s.s. Sui Sang* rests ready for launching next week. Even the name of the steamer has been painted on the bow and stern. She looks in outline and construction as good as any steamer that has taken the water from the yards of the Kowloon Dock Company. On the next berth the big hull of her sister ship, built to the order of the same owners, is fast approaching completion. Before many weeks this other Indo-China boat will also slide into her element to swell the tonnage which can be credited to the port of Hongkong of finished ships built in the Colony.

THE AMERICAN SHIPPING BOARD STEAMERS.

It will be recalled that two steamers of the American Shipping Board were blown ashore during the recent typhoon: they are the "federers" trading between Hongkong and Indian ports—*s.s. Lake Farnur* and *s.s. Lake Onawa*. The *Lake Onawa* has had to come under the attention of the Dock Company. It is reported that during the small gale of Tuesday night the *Lake Onawa*, which was anchored in Kowloon Bay, dragged her anchor slightly. She is very light, having no cargo on board and her hull stands high above water. She was being towed by the tug-boat *Edith* from Kowloon Bay to a buoy in Hung Hom Bay and remains on the waiting list until she can be dry-docked at Kowloon.

TUESDAY NIGHT'S GALE.

To those ashore it could be hardly imagined that the gale that blew on Tuesday night was of sufficient force to have caused any casualties in the harbour. This unfortunately has been the case. The Douglas Steamship Company's *s.s. Repose*, which had been bought at Manila and brought up to Hongkong for reconditioning for the Company's coastal service, was blown from her moorings and ran ashore at Kowloon Dock Point the same night. This little mishap has already been reported in the columns of the newspapers. With the assistance of a naval tug, the *Repose* has since been refloated. Some of her superstructure and deck railings have been damaged and it will not be surprising that because of the violent impact with the rocks on the sand led in Kowloon Point the hull of the *Repose* has suffered more or less damage.

A CANTON RIVER STEAMER.

The *Tai Lee* of the Sze Yip Steamship Company is in much the same position in which she found herself after the storm last week. The belief is pretty general that the rocks which have pierced her side will have to be blasted before she can be released from her position. No job of the kind is too big or too difficult for the expert salvage party of the Kowloon Dock Company and it is safe to expect that in due course, the *Tai Lee*, which was built by the Hongkong and Whampoa Dock Company, will take its place again among the fleet of the river steamers with Hongkong as their headquarters.

S.S. "GINYO MARU."

In point of tonnage the biggest typhoon victim is the T.K.K. *Ginyo Maru*. A survey has revealed the extent of damage to be much greater than thought at first. The *Ginyo Maru* is moved to her buoy in Kowloon Bay and awaits her turn to be taken in hand by the repairing yard. It will be some time before this fine steamer on the South American trade will be able to resume her place in the Pacific run. Not far from the *Ginyo Maru* at another buoy the four tall masts of an auxiliary motor ship of the Asiatic Petroleum Company can be seen. This boat has also come to Hongkong for overhaul. The notifying return to this port of the A.P.C. fleet is a matter for congratulation to our leading industry.

S.S. "LUNG SHAN."

The *Lung Shan* is nearly completed. Before long she will be going out for her trial spin over the regulation measured mile. When this is done she will be handed over to her owners—the Hongkong, Canton and Macao Steamboat Co. which is reaping a harvest in the passenger trade between Hongkong and Canton following the disorganisation of the railway traffic through the commandeering of the Chinese section by the Canton military authorities pursuant to military operations in the East River district.

The *Kwangai*, the *Chekiang*, the *Shun-tak* and a few others that have been placed out of commission as a result of the typhoon remain to be refloated. The salving of the *Kwangai* has been awarded to the Hongkong and Whampoa Dock Co. which built this fine steamer for the Shou On Steamship Co.

(Continued at foot of next Column.)

THE COLONY'S AMBULANCE AND HOSPITAL SERVICE.
AN UNPLEASANT EXPERIENCE.

A correspondent sends us the following notes of an experience in getting an accident case to hospital on Thursday, August 23rd, which appear to place the public ambulance and hospital service of Hongkong in a poor light:—

"A youth, seeking a relative off by a steamer, remained on board too long and jumped for the wharf after the gangway had been removed. He missed his footing, cut his face badly across the forehead and fell into the water. He was got out and taken to a surgery in the Bank of China Building. The doctor, after dressing the wound, recommended his immediate removal to hospital."

The Inspector on duty at the Central Police Station was asked by telephone to send an ambulance but, as none had arrived ten minutes later, another telephone message was communicated direct to the Fire Brigade, Pottinger Street, where the ambulance is garaged. The official there said that no request for the ambulance had been received from the Central Police Station but that, in any case, the ambulance was out.

The friends of the patient then obtained a garage motor-car and proceeded with the bleeding, drenched and shivering youth to the Government Civil Hospital. There they found their way to the Receiving Room, which appeared to be in charge of a Chinese in uniform. No European official, sister or nurse was in attendance. The Chinese said that the doctors were occupied in the Operating Theatre and probably would be for the next two hours. Unable to find any other means of conveyance, the party conveyed the patient back to the motor-car and took him right across Hongkong, again to the French Hospital at Causeway Bay. To secure the admission of the patient it was necessary to obtain the order of a doctor selected by the patient's friends. The services of a practitioner were eventually obtained, but not before 8 p.m. The doctor stated that the lad's injury had been within an ace of costing him his life and that he must remain under treatment for some days lest septic poisoning set in. He has since developed a high temperature.

The accident happened at 4 p.m., the patient reached the Government Civil Hospital at 5.10 p.m. and the French Hospital at 5.45 p.m.

TENANT V. SUB-TENANT.

JUDGMENT IN RE-HEARD SUMMARY COURT CASE.

His Honour the Puisne Judge (Mr. Justice Gompertz), gave his second judgment yesterday morning in the Summary Court in the case of *Yuen Yung Yu v. his Chinese sub-tenant*.

Originally the plaintiff claimed the sum of \$72, rent for a portion of the first floor of 134 Peel Street, the plaintiff being tenant of the floor and the defendant his sub-tenant. It transpired that the plaintiff was paying \$37 per month for the whole floor. The case was argued by Mr. M. Watson for the plaintiff, and Mr. M. K. Lo for the defendant.

At that hearing His Honour reserved judgment, and later decided in favour of the plaintiff. Mr. Lo applied for a rehearing, and this was granted. Mr. F. C. Jenkin, barrister-at-law appearing as counsel for the sub-tenant. He argued the case on a legal point, and his claim was, simply, that the legal rent of the portion of the floor should be decided by apportionment. That is to say, that the rent of the portion should be the rent of the whole divided by the size of the portion.

Mr. Watson, in reply to this, pointed out to His Honour that although this argument was good in England, it could not stand in Hongkong because there was no machinery for apportionment, and the Ordinance did not provide any method by which it could be used.

Giving judgment yesterday, His Honour upheld this view. He agreed that apportionment could not be granted in Hongkong as the law made no provision for it. "The Ordinance," he said, "has provided no machinery by which the Court can deal with portions only of domestic tenements. In my opinion, therefore, the standard rent of this part is the rent at which it was first separately let, that is, \$77, and the plaintiff keeps his judgment, and is allowed the costs of the action."

MURDER AT TAI TAM TUK.

A SAVAGE ASSAULT.

A coolies' cook was murdered at Tai Tam Tuk, on Thursday evening, by five or six coolies. Just now there are a large number of coolies employed by the Public Works Department at the reservoir, building a new catch water. Shortly after work had ceased for the day a quarrel arose between the cook and five or six coolies. The cook was savagely assaulted. He staggered a few yards to his matted bed and 20 minutes later he was dead. A blow with a heavy instrument on the chest is said to have been the cause of his death.

The murder was not reported to the police until nearly two hours after the man died. The police on arrival found that the coolies concerned in the fracas had disappeared.

HONGKONG'S RESOURCES.

Completing the tour of the shipyard at Kowloon the impression could not be avoided that Hongkong's resources in connection with ship-repairing, both at Kowloon and at Quarry Bay, are of an extent which confirms the belief that the Colony can rise to the occasion in any emergency in this connection. Equipped as the modern appliances and labour-saving devices, Hongkong can pride itself on the possession of an industry second to none and probably superior to all in the Far East.

NAUTICS:

THE "LOONGSANG" TRAGEDY.

EUROPEAN OFFICER'S BODY FOUND JAMMED IN STEAMER'S STERN.

A gruesome discovery in connection with the ill-fated *Loong Sang* was made by a sergeant of police whilst in a sampan on Thursday afternoon. He went to search around the sunken vessel in order to find out if there was anything to be seen. This was the first time since the typhoon that the weather was calm enough for observation of the sort. As he was circling round the vessel's stern he made out, about three feet under water, the body of a man. A lifebelt was attached, but from the position it was apparent that in some way he had been caught in the stern. The arms were waving around in a most uncanny manner with the movement of the water, and were stretched above the dead man's head. It was impossible to see at the time whether the body was that of a European or a Chinese, but it was later ascertained to be that of a European officer. The sergeant attempted to get the body out of the water, but failed, and he reported the matter. It was decided to wait till low tide yesterday at two o'clock in the afternoon when the task would be easier. Police boats accordingly searched the spot, and after some little difficulty managed to secure the body. It was believed to be that of Mr. Wilson, the Second Officer, but the features were quite unrecognisable and the identification was from general appearances. Doubts were subsequently raised as to whether the body was not that of Mr. McGowan. It is hoped that these doubts will be resolved this morning by identification of tattoo marks on the arm and the big sea-boots the unfortunate man was wearing. The body now lies in the Public Mortuary.

The unfortunate man's leg was jammed in some way on the poop deck. The accident must have happened as he tried to jump when the steamer sank.

COUNTERFEIT KWANGTUNG COINS.

CANTON MINT ANALYST GIVES EVIDENCE AT MAGISTRACY.

The case in which a coolie named Kung Ming, is charged by the police (1) one with having 10 counterfeit coins resembling 20 cent pieces issued by the Kwangtung mint at Canton; (2) having a greater number than five counterfeit coins in his possession; and (3) with having coined dies in his possession, yesterday afternoon, before Mr. Melbourne.

When the case was first mentioned in the Court a week ago the defendant stated that the coins were given to him as wages and that the dies were being taken from Kowloon to Canton by him.

He was arrested on July 28th at 3.30 a.m. by an Indian Police Sergeant in Causeway Road Central. As he could give no satisfactory reason for being abroad at that hour of night the Indian searched him and found the coins in his pocket and the dies tied to his body underneath his trousers.

The police sent the coins to Mr. R. Dovey, the Government Analyst, to be reported upon. In the witness box yesterday Mr. Dovey said on receipt of the coins he obtained two genuine 20 cent Kwangtung pieces from a money changer. He analysed the genuine coins and found they contained 70.7 per cent. of pure silver and 29.3 per cent. of copper. The suspected coins contained 60.8 per cent. of silver and 39.2 per cent. of copper. Photographs were taken of one of the suspected coins and of one of the dies and they registered exactly when super imposed. Amongst the coins submitted to him for examination by the police he found at least two varieties distinguished by a slight mark. They must have been made by two different sets of dies.

Three of the suspected coins were also sent to Canton by Mr. Perdue, addressed to the Bureau of Public Safety. There they were handed over to an Analyst at the Government mint in Canton, who gave evidence yesterday. He gave his name as Mr. Joe Park and spoke in English. He said that one of the coins sent him was genuine and the other two were false. The genuine coin contained 70.15 per cent. of pure silver, the balance being alloy. The two false coins contained 89.0 per cent. of pure silver and 10.96 per cent. of copper. It was not possible for coins containing such a low percentage of silver to be issued from the Mint. The lowest percentage of silver issued by the mint in a 20 cent coin was 69.71.

After further formal evidence had been taken the defendant was committed to trial.

A GRUESOME WARNING.

RECEIVED THROUGH THE POST.

A Hongkong Chinese lady the other day received a package through the post containing part of a human ear. On reading the note which accompanied the gruesome object she was informed that it was part of her own husband's left ear. Previous to this she had received several letters asking for \$40,000 ransom to be paid to certain robbers near Canton who had captured her husband during one of his trips to Canton from Hongkong. She refused to comply with the demand, and a portion of her husband's left ear was sent as a warning. A little later the husband arrived in Hongkong minus half an ear. He had managed to make his escape with the aid of a cook employed by the bandits, after promising him the \$40,000 for himself directly he got to Hongkong. The cook accompanied him to Hongkong but on his arrival here the escaped man handed him over to the police. As there was insufficient evidence to bring a charge against the cook he was released and deported from the Colony.

NEW SEASON'S TEAS

Ceylon Orange Pekoe (full flavour) .. per lb.	\$1.10
Breakfast Blend (strong, rich flavour) ..	1.00
Foochow, Camshaw Blend (choice quality) ..	90
Hankow, Pare China (very choice) ..	1.00

Teas sent to England

(Including Postage & Duty)

Ceylon	5 lb. box	\$10.50
Foochow	5 catty	12.00
Hankow	5 ..	13.50

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ENGLISH COLUMBIA DANCE RECORDS

3283 (ROSE OF RIOGRANDE. Fox-Trot)	3286 (WHEN WILL I KNOW. Fox-Trot)
(DUMBLELL)	(DEAREST)
3284 (BY THE SHALIMAR)	3291 (PALE VENETIAN MOON)
(WITHOUT YOU)	(HAVE YOU FORGOTTEN ME?)
3285 (CHINA BOY)	3289 (SHE)
(MY BUDDY)	(TO PARADISE)

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SATIN CHARMANTE

IN THE LATEST COLOURINGS.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

THE Old Course at FANLING will be RE-OPENED for PLAY TO-DAY, SATURDAY, 25th AUGUST.
Tees for Sunday should be ordered before 11 a.m. on Saturday. No Telephone available.
PERCY SMITH, SETH & FLEMING.
Secretaries & Treasurers.
[102]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2914 for 30 Shares numbered 53303 to 53332; Certificate No. 4817 for 25 Shares numbered 99851 to 99875; and Certificate No. 4820 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE ROYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1175]

THE KOWLOON HOTEL.

HANKOW ROAD.

OPENING 1ST SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Low Garden. Hot and Cold Water, Electric Lights, Fans and Bell through-out. Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.
For Terms, apply to
Mrs. J. J. BLAKE,
Manageress.
[1118]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE M/S "JAVA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained as soon as the goods are landed. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August, 1923, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on the 30th August, 1923, at 10 a.m.
All Claims against the vessel must be presented to the undersigned before the 2nd of September, 1923, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JOHN MANNERS & CO. LTD.
Agents.
[1100]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE M/S "AFRIKA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained as soon as the goods are landed. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st of August, 1923, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on the 31st August, 1923, at 10 a.m.
All Claims against the vessel must be presented to the undersigned before the 3rd of September, 1923, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JOHN MANNERS & CO. LTD.
Agents.
Hongkong, 24th August, 1923. [1199]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MANTUA".

ARRIVED HONGKONG ON 23RD AUGUST, 1923.

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 25th August, 1923. [1200]

INTIMATIONS

A NIGHT SWIMMING FETE

will be held at the
VICTORIA RECREATION CLUB

on
SATURDAY, the 25th INST.,
commencing at 9 o'clock.

Band in attendance.
Admission: \$1.00. Members, Sailors, and Soldiers 50 cts. Reserved Seats \$1.50. [1198]

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Princes Building.
[1193]

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TO BE LET, Furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Tram Station, with Tennis Court and Garden. Apply
Apply Box B.C.D. c/o Hongkong Daily Press. [1176]

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PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XS, and No. 1150, 979.

\$20 REWARD given to the Finder of an Airedale TERRIER Bitch, LOST in Wanchai. Apply LAF PAK HOI, c/o China Six Motor Insurance Co. Ltd., 74, Queen's Road Central. Anybody who keeps This Dog will be prosecuted. [128]

TO LET—SHOPS and OFFICES in the New Building now being erected on the Old Post Office site in Queen's Road Central and Padder Street, the Ground-floor accommodation being suitable for Banks or large Stores. For Terms, apply to the undersigned.
R. H. KOTKOW & Co., Alexandra Buildings. [127]

TO LET—ONE OFFICE ROOM in Prince's Building. Apply HARRY WICKING & Co. [124]

TO LET—New First Class EUROPEAN FLATS, Concrete and Teakwood Floor, Facing South, in Jordan Road, Yau-mat, Garage for Private Motor Cars with Caretakers, at 108, Wansing Street, near Jordan Road. Apply 31, Jordan Road or Phone K. 378. [123]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [126]

FOR Disposal at Cost Price. One unopened Tin Sutton's Flower and Vegetable SEEDS. Apply Box Y.D. c/o Hongkong Daily Press. [125]

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CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Next Issue will contain

FULL ACCOUNT OF THE TYPHOON.

The Paper to send Home.

ORDER NOW.

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

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WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 23, Queen's Road Central, have the equipment to fit your glasses properly.—ADVT.

INTIMATION

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FINEST
SCOTCH WHISKY
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AWARDED 50 GOLD AND
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The very finest old
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PHONE 616.

BIRTH.

NEWHOUSE.—At the Peak Hospital, on August 24th, to Mr. and Mrs. E. NEWHOUSE, a son, stillborn. [1202]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 25TH, 1923.

THE VACANT PRESIDENCY.

INTERESTING and possibly spectacular developments are impending in the North in connection with the election of a new President of the Republic. A cable from Peking which we publish to-day says that "an informal meeting of the two Houses of Parliament has decided that the preliminary election of a President shall be held on any day before September 15th." This date is fixed, no doubt, because it is exactly three months from the date of President LI YUAN HUNG's sudden abandonment of office, and the Provisional Constitution contains a provision which has been interpreted as denying to the Cabinet a legal right to exercise vicariously the functions of the President longer than three months. This interpretation, we notice, has been challenged by a writer who says: "The purpose of the time limitation in question is no doubt intended to prevent a Regency Cabinet from holding on indefinitely to power by obliging it to convene Parliament, in case the latter should not be session, for the object of electing the new President. If, however, Parliament is in session, as is true in the present case, but fails to elect within the three months' limit, the responsibility for the failure is on Parliament, and the constitutional provision as to time limit does not apply to the Cabinet, which must continue to function till an election takes place." There can be no legal meeting of the Parliament while the members remain so widely scattered as they are. There is one group in Peking, another in Tientsin and a third in Shanghai, and the possibility of a quorum being obtained in Peking for the election

of a President, or for any other purpose, is remote. Moreover, the term of the Lower House expires on October 10th; hence the anxiety to get a President elected before that date. Technically LI YUAN HUNG is still the President, though for the past six weeks he has ceased to function. China, likewise, was for some weeks without a Premier, without a Minister of Foreign Affairs, and without a Minister of Finance. Within the past few weeks a better approximation to a working Cabinet has been made and this Cabinet vicariously exercises the functions of President till one is elected. There is some expectation that it may have to continue to discharge these duties till a new Parliamentary election has taken place, though what hope there is that a new election will displace the existing representatives or that it will greatly influence the situation if it does, is not very apparent. By hook or by crook, the next President will be Marshal TSAO KUX, who would probably be occupying the Presidential Office already had General WU PEI-FU not intimated his opposition to any irregular settlement of the question. Fearing to force an issue by bringing TSAO KUX to Peking the Tientsin clique have been doing all they know to get the members of Parliament together to complete the draft of the Permanent Constitution and then proceed smoothly and harmoniously to elect a new Head of the State. Special payment at the rate of \$20 a sitting has been offered to members for their services, but the opposition seems to have been equally liberal in their bribes to members to remain away from Peking. There have been rumours recently that Marshal TSAO KUX and Marshal CHANG TSAO-LIN have come to an arrangement whereby the former will become President and the latter Vice-President, though the manner in which this is to be accomplished in legal form yet remains to be disclosed. If Wu Pei-fu yields to the decrees of this combination he is considered to be done for in the sight of the nation, while if he resists it is said that the Tientsin Party's threat to promote war between CHANG TSAO-LIN and WU PEI-FU this year will be made good. A further development is predicted in which LI YUAN HUNG, the ex-President, will be the leading figure. He was the Commander-in-Chief of the Revolutionary Army in 1911, and he is now expected to come out as the leader of a popular movement against the domination of the Tsuchuns. It is obvious that whatever may happen in regard to the "election" of a President in the coming month, it can but presage a long period of grave political unrest in China and might easily at an early date develop into a war of considerable magnitude.

Manila papers recorded with deep regret the death from angina pectoris of Mrs. A. C. Crossfield, wife of Judge Crossfield. The marriage is shortly to take place of Captain P. R. Purslow of the A.S. Navy to Miss Mary Elizabeth Smith, en route from England. Mr. H. T. Cressy, the new Director of Public Works, arrived from Colombo on the P. & O. Mantua and has entered upon his new duties. The old course at Fanling is being reopened to-day. Golfers intending to go out to-morrow should not overlook the advertisement in another column. At St. John's Cathedral, A MEMORIAL SERVICE will be held on Friday, August 31st, at 5.30 p.m., in memory of those who lost their lives in the recent typhoon.—ADVT. The total output of the Kailan Mining Administration's mines for the week ending August 11th amounted to 89,720 tons, and the sales during the period to 83,407 tons. By the P. & O. s.s. Mantua, three new recruits for the local force arrived from Hongkong—J. Hurley, F. C. Dowley and P. Barrie. All formerly belonged to the Royal Irish Constabulary. A telegram from the Manila Observatory was received at the American Consulate-General at 10.15 a.m. yesterday, which reads:—Warning low pressure area extending from the China Sea to the Pacific across Northern Luzon and the Balintang Channel. A real typhoon may develop later. For having in his unlawful possession of 990 percussion caps without permission, a Chinese, who was arrested by Sub-Inspector Fallon on the Teung Wing Wah Wharf, on Thursday was fined \$50 by Mr. Melbourne at the Magistracy, yesterday. The caps, which were secreted in bins of talem powder, were confiscated.

At the annual meeting of the Eastern Telegraph Co., Ltd., on July 24th, Sir John Denison-Pender, the chairman, said the Board held the opinion that they should be associated with all classes of telegraphic communication, and with that object they were associated with applications for wireless licenses for full powered stations in Great Britain, India, and China.

General Wu Pei Fu has found a gold mine and has lost no time in getting it developed. The mine is about ten miles from Laying, the reports say, and a company has been organized to exploit it. The General, according to reports, is a member of the company. Development in this case will be under the direction of foreign engineers. The ore is said to be especially good.

"Some distances in the South China Sea and the Philippine Islands" is the title of a booklet by Capt. G. H. Penbaker, of the China Navigation Co., Ltd. It is useful information for seafaring men presented in a form which makes reference easy. The booklet will doubtless find a place in the library of every ship trading in the waters to which it relates. It is printed and published by Ye Olde Printerie, Ltd.

THE RECENT TYPHOON. ILLUSTRATED ACCOUNT IN THE "WEEKLY PRESS."

The applications received for copies of *The Hongkong Weekly Press*, to be issued this morning, have exceeded all expectations. Copies will be reserved for all those who have written asking for them, but we cannot undertake delivery. Messengers should be sent to our Town Office, 1A, Chater Road (3rd floor) any time after 10 a.m. with a gift being the name of the applicant, accompanied by cash (20 cents per copy). The description of the Typhoon is illustrated by pictures of the damage it wrought.

DR. SUN YAT SEN. RUMOUR OF FLIGHT UNTRUE.

We have ascertained that the rumour that Dr. Sun Yat Sen had fled from Canton is without foundation. It would seem to have originated in the circumstance that Dr. Sun Yat Sen left for the East River on the s.s. *Tai Ning*.

CORRESPONDENCE. BRITISH INCOME TAX REFUNDS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

DEAR SIR,—Now that the Finance Bill of 1923-24 has passed into law, no doubt your readers who derive any income from the United Kingdom will be interested to learn its provisions.

Briefly the most important changes affecting non-residents are these:
(1) The standard rate of tax has been reduced to 4/6 in the pound.
(2) Claims can be made for three years back, but this limit will gradually be extended to six years. It will not be possible, however, to claim for years prior to 1920-21, the section not being retroactive.
(3) Income derived from the Irish Free State will be exempt from British Tax, but liable to Irish Income Tax, which is 5/- in the pound for 1923-24.

There are apparently still many people deriving income from the United Kingdom who are unaware that they can recover at least part of the income tax charged on it. This is in many cases due to the fact that dividends are often marked "free of tax" and in some instances even no mention whatever of tax is made where they are paid through a local branch of a British Company. In both these cases, however, tax is recoverable. Should any of your readers desire further information on this question, I shall be pleased to advise them, if they will address me at 13, Buckingham Palace Gardens, London.—Yours faithfully, WILFRED T. FRY.

13, Buckingham Palace Gardens, London, S.W.1, July 16th, 1923.

NAVAL NOTES.

Lieut. H. H. Rogers was to leave home to join the Despatch early in July.

Surgeon-Commander Ernest MacFwen, who recently returned home from China, where he was principal medical officer in the *Titanic*, submarine depot ship, has taken up a post in the *Vulcan*, depot ship of the Periscope School at Portland.

Lieutenant-Commander C. M. Campbell, who is to join the *Hankin*, flagship of the China Station about the beginning of September, has been temporarily attached to the Intelligence Division. The date of his joining the flagship has been postponed accordingly.

The new fleet gunnery officer of the China Station is Commander S. L. G. Ingham, who joins the flagship *Hankin* this month. Commander Ingham will be included in the staff of the Commander-in-Chief. He has been expert in gunnery for many years and saw a great deal of service in the late war.

CABLES.

LATEST CABLES.

GERMANY'S DESPERATE FLIGHT
STATEMENT BY MINISTER OF FINANCE.

BERLIN, August 23rd.

Herr Hilferding, Minister of Finance, in addressing the Budget Committee in the Reichstag, described the financial and political situation of Germany as almost desperate. The Imperial Government had to cover not merely its own deficit but those of all the Federal States and Communes, otherwise the whole administration of the country would break down.

He criticised the attempt made by the Reichstag to support the mark with insufficient means. He complained of private firms, without authority, issuing emergency money, although many billions were already circulating.

Referring to the causes of the deficit, the Minister asserted that payments in execution of the Peace Treaty had risen from four hundred and fifty milliards in January to four billions (4) in July. The deficit on the state railways alone amounted to four hundred and fifty billions. He concluded by saying it was impossible to hope that a great increase in taxation would result in balancing the budget.

MUTINY OF SPANISH TROOPS
REFUSE TO SAIL FOR MOROCCO.

MADRID, August 23rd.

The fact that the troops at Malaga remained, objecting to sail for Morocco, was disclosed by the Premier at a special meeting of the Cabinet. In reference to the mutiny the Premier said that the mutineers fired killing one officer, but the Military Authorities had restored order. The mutineers will be punished.

EARLIER CABLES.

GERMAN REPARATIONS.
"A VERY COMPLICATED DOCUMENT."

LONDON, August 23rd.

Copies of the French Note were circulated among the members of the Cabinet, but an immediate rejoinder is not likely, as it is felt that it is a very complicated document, and must be thoroughly examined by experts before it is possible to determine whether it constitutes a modification of France's attitude.

Mr. Baldwin, who has not changed his plans, departs on a holiday for Aix-les-Bains on August 26th.

It is pointed out that Belgium's reply has not yet been received, and that possibly, it may contain constructive suggestions.

KEYNOTE OF FRENCH PRESS COMMENT.

PARIS, August 23rd.

The remark in *l'Echo de Paris*, "the document does not aim at victoriously refuting an enemy but at enlightening and convincing a friend whose assistance is precious," is the keynote of French Press comments which are a chorus of praise for the "clarity, precision, force, courtesy and firmness" of the French Note. They refuse to believe that Great Britain will fail to listen to the voice of reason or deliberately reject a plan of settlement safeguarding her interests.

GERMAN COMMENT ON FRENCH NOTE.

BERLIN, August 23rd.

The French Note is unfavourably commented upon by the papers, which do not see any prospect of a solution in it.

SOVIET'S "TERRITORIAL ARMY."

MOBILISED FOR INSTRUCTIONAL PURPOSES.

RIGA, August 23rd.

A message from Moscow states that the Council of Labour and Defence have ordered the mobilisation of the so-called Territorial Army for instructional purposes, in pursuance of the Soviet's decision to create a regular army.

POLITICS IN SOUTH AFRICA.
HERTZOG VIOLENTLY ATTACKS PREMIER SMUTS.

PRETORIA, August 23rd.

The Opposition has profited by the speech delivered by Premier Smuts on the 15th inst. to launch violent attacks against the Premier.

General Hertzog, the Nationalist leader, in a statement describing Premier Smuts' speech as heralding a war with France, accused the Premier of acting unconstitutionally in not calling on Parliament regarding participation in the new war to which the position in Europe was moving.

Premier Smuts, in reply, characterises the assertion of the possibility of an Anglo-French war as sheer madness. On the contrary, he said, the Anglo-French differences were being discussed as between friends.

Premier Smuts said he wondered whether General Hertzog's reference to a great split among the South African people related to another rebellion, but he was inclined to believe that it was merely typical of General Hertzog's violence of expression.

WARNINGS AGAINST
AUTHRAX.

ISSUED BY LEAGUE OF NATIONS COMMITTEE.

GENEVA, August 23rd.

It is announced that the United States accepts the invitation of the Council of the League of Nations to be represented at the meeting of the fifth Commission, at which humanitarian questions will be discussed. The American delegates will act in a consultative capacity.

The meeting of the joint advisory committee on agriculture has dealt with the prevention of anthrax infection, which will be discussed at the forthcoming meeting of the International Institute of Agriculture, which draws the attention of the different Governments to the urgent necessity for steps to cope with the disease.

THE LAUSANNE TREATY.

RATIFIED BY ANGORA NATIONAL ASSEMBLY.

CONSTANTINOPLE, August 23rd.

The Angora National Assembly ratified the Lausanne Treaty by 215 votes to 20.

U.S.-JAPAN ARBITRATION TREATY.

RENEWED FOR FIVE YEARS.

WASHINGTON, August 23rd.

The Arbitration Treaty between Japan and America has been renewed for five years, with the proviso that disputes under the treaty may be referred to the Court of International Justice in the event of America becoming a member of the Court.

SOVIET STOCK EXCHANGES.

RIGA, August 23rd.

A message from Moscow states that the Soviets are arranging to open Stock Exchanges at Chita, Vladivostok, Khar'kov and Tashkent.

FOREIGN EXCHANGES.

LONDON, August 23rd.

Both the French and Belgian francs have improved since the delivery of the French Note, and to-day they were quoted at 81.25 and 101.75, respectively.

German Marks remain in the doldrums, being quoted at 24,000,000 to the sovereign.

LENIN'S HEALTH.

RIGA, August 23rd.

A message from Moscow states that after his holiday in the country, M. Lenin's health has improved. The pulmonary and other organic complications have ceased, but, on the other hand, the impediment in his speech and the general state of his nerves are causing anxiety.

BOME CRICKET.

LONDON, August 23rd.

At Dover, Notts, Kent by ten wickets. Kent in their first innings scored 162, Barratt taking 4 for 48, and in their second innings 116, Barratt taking 6 for 48. For Notts, Carr compiled 105.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

DEATH OF JAPANESE PREMIER.

Tokyo, August 24th.

The Premier, Admiral Baron Tomosaburo Kato, is seriously ill.

[A Reuter's telegraphic message last week announced that the Premier was ill, though at that time his illness was not regarded as serious.]

LATER.

The Premier's condition became suddenly worse at midnight with increased pain. The pulse and heart action were extremely weak and he was generally exhausted.

LATER.

The Premier died at 12.30 a.m.

[Admiral Baron Tomosaburo Kato was Minister of the Navy at the time of the Washington Conference, and as one of the delegates to the Conference took a leading part, especially in the negotiation of the Pacific Treaty and the Treaty relating to the reduction of armaments. He was 64 years of age.]

CHINESE PRESIDENTIAL ELECTION.

PEKING, August 23rd.

This afternoon's information states that a meeting of the two Houses decided that the preliminary election of a President be held any day before September 13th. Wu Ching-lien will consult with the Administrative Committee of the Senate on the subject.

[FROM THE "DAILY BULLETIN".]

SITUATION IN KWANGTUNG.

PEKING'S INFORMATION.

PEKING, August 23rd.

Messages from Canton indicate that the situation in the East River districts remains unchanged.

Sun Yat Sen's forces so far have not been able to capture Waichow.

It is reported, however, that Chen Chiung Ming and General Lin Fu are no longer on good terms, the latter refusing to send reinforcements from Swatow.

Owing to the lack of help from General Lin Fu, a shortage of provisions at Waichow is expected, and the city may shortly be compelled to capitulate.

The gunboats *Huiching* and *Dingjun* are reported to have steamed out of Foochow on Monday to attack Amoy, and that the transport *Chechow* with marines on board follows her.

Gen. Tsang Chih Ping is endeavouring to hold Amoy with 1,000 troops, but owing to a shortage of provisions and failure to pay his troops a mutiny is feared.

PRESIDENTIAL ELECTION.

PEKING, August 23rd.

Encouraged by the failure of General Tsang Chih Ping at Amoy also by the declaration by Lu Yun'g Hsiang to preserve peace in Chekiang, Tsoo Kun's supporters apparently have decided not to lose any time in promoting his election to the position of Chief Executive. His chief propagandist, General Hsiang Ping Chi, and Pien Shou Ching are again in Peking considering ways and means for raising funds for the payment of members of Parliament, while both Houses of Parliament are holding an informal meeting this afternoon to draft a programme of the preliminary steps to be taken by Parliament in connection with the Presidential election.

At the same time, General Wang Chi Ping has left for Mukden in an endeavour to align Paoingfu and Mukden upon the question of the Presidency, and several members of Parliament who proceeded to Shanghai have returned to the capital.

The Acting Secretary of Commerce of the United States has granted a certificate of incorporation under the China Trade Act to the North China Co., Federal Incorporated, U.S.A., formed to buy, lease, construct, etc., flour and other mills and factories for preparation and manufacture of merchandise from raw materials produced in Asia and elsewhere, and generally to engage in manufacturing business. The incorporators are: B. A. Toppas (Russian), Harbin; J. W. Schoenfeld (American), Shanghai; W. Sommer (American), Shanghai; H. Marco (American), Shanghai; Jacob Bergtman (American), Shanghai; I. L. Hasser (Russian), Shanghai. The resident incorporator is Jonathan H. Brown, Washington, D.C.

RICHES OF CHINA.

CHAO HSIN CHU'S BAIT.

The great opportunities for the profitable employment of capital in China are emphasised in an article contributed to the current issue of *Asia* by Mr. Chao Hsin Chu, the Chinese Chargé d'Affaires in London.

The political troubles of China, he declares, are but temporary, and are only such as are incidental in all countries to a great change in the form of Government. He points to the enormous national wealth of the country in the shape of its agricultural and mineral resources, which are only awaiting the supply of foreign capital to develop with great rapidity. He writes:

"Foreign financiers need not be afraid either as to the liabilities or the ability to meet obligations to pay of the Chinese Government. If they lend money to China for railway construction there is no doubt of the ability of the lines to pay when once they have been built."

As before the war, the Chinese Government will be ready and willing to afford all direct State guarantees for any railway loan which may be accepted. It will do so because it knows that the dense population and the vast natural resources of the country will afford an absolute certainty for the success of any approved railway scheme.

"The United States constructed many lines extending to uninhabited territories. They did not pay at first, but they paid richly afterwards. Railways in China are profitable enterprises from the very start, since the population is on the spot and ready to welcome the innovation."

"This country as a whole will from every standpoint be benefited by the improvement of the means of transportation, while the world will be equally benefited by opening up a vast potential market for its manufactures and by ensuring an easy outflow of the illimitable natural products upon which its ever-increasing industrialism depends."

"Railways, by bringing the various parts of the country into touch with each other, will assist unification and promote political tranquility. The Chinese Government will not hesitate to open negotiations for foreign capital when a good and reasonable offer is forthcoming."

THE FINANCING OF REPARATIONS.

A GERMAN VIEW.

Writing in the *Statist*, Dr. Helfferich, former Imperial Home Office Secretary of Germany and director of the Deutsche Bank, who was responsible for German war finance under the Chancellorship of Dr. Von Bethmann-Hollweg, states that in outside countries it has been erroneously supposed ever since the Armistice that Germany has remained wealthy despite the war, and proceeds to argue that actually Germany's national wealth has suffered a decline. The pre-war national wealth of Germany has been estimated at 210 billion, but Dr. Helfferich does not attempt a detailed examination of this figure and of the changes wrought by the war. He observes, however, that in computing the direct loss caused through the deprivation of Lorraine, the Saar and Upper Silesia, of the commercial fleet and of extra-territorial enterprises and overseas property, more than their balance sheet values as their deprivation is in the nature of an amputation of the German body economic and not merely an arithmetical subtraction.

Taking as a standard the public companies operating in Germany, and pointing out that the value of these depends almost wholly on their earning capacity, he contends that, while the number of companies rose from 5,486 before the war to 9,698 after the war, and the nominal capital invested increased from 17.4 milliard marks to 105.4 milliards, the aggregate market capitalisation of German companies declined from 21,560 milliard to 2,300 milliard, and that the dividends distributed fell from 1,900 million gold marks in 1913 to one thirtieth of this figure last year.

This decline he attributes mainly to the Reparation policy pursued by the Entente, and he argues that but for the refusal of France to reduce the amount of Germany's Treaty obligations, the failure of the Bankers' committee to recommend international loan and, finally, the seizure of the Ruhr, the German Budget would now be yielding a surplus for payment of Reparations, and the German marks would in consequence, not have depreciated as it has done. He contends that if the French policy in the Ruhr is pursued indefinitely Germany's creditors will eventually be faced with the task of extracting Reparations from a nationalistic Bolshevikism.

"EAST IS EAST."

MR. RUDYARD KIPLING ON HIS HISTORIC PHRASE.

"Oh, East is East, and West is West, and never the twain shall meet, 'Till Earth and Sky stand presently at God's great Judgment-seat."

The sentiment of Mr. Rudyard Kipling's *Ballad of East and West* was chosen as the subject for the debate on Visitors' Night of Durham University Union Society, and one of the debaters, Mr. Bagnall (Oxford), said he had written to Mr. Kipling for an explanation of the phrase.

The author replied that inspiration came when he was at Blechley. Instead of the races of the world having one common character, feeling, and sensibility, each should retain its own characteristics. If the world was all one race time, what a dreadful place it would be.

THE LAW AND THE SHIP.

AT SEA AND IN HARBOUR.

A legal correspondent contributes an interesting article to the *London Morning Post* on the law of the ship at sea and in harbour. He writes—

"By 'ship' I mean merchant ship, for ships of war are a law unto themselves. The sea, which is our highway to the Empire and the world, enters so largely into our lives, voyages are so much part of the routine of an Englishman's existence, that one would have supposed the law governing those who go down to the sea in ships to be clear past misadventure. Yet many things are not obvious. Even the answer to the question, 'What, for the purposes of the law applicable to the passenger folk (the crew, in the eye of the law, are a race apart) is a ship? has been variously given. Some, among them, learned judges, have boldly declared that she is part of the territory of the country whose flag she wears; and in order to meet some manifest inaccuracies of thought which the statement involves recourse has been had to metaphor; a ship has been called 'a floating island.' But this has the vice of most metaphors, it will not bear analysis; for her 'island' character must disappear beneath the waves when the ship enters foreign waters. Moreover, so far as English ideas are concerned, it will not bear the strain of application to a very elementary point of practice. The King's writ doth not run on board a British ship, even when she is within the territorial waters. As to this metaphor, it is sufficient to refer to Mr. Justice (afterwards Lord) Lindley's summary of reasons against accepting what is called the 'territoriality of merchant ships,' in his judgment in the 'Francina' case."

THE HIGH SEAS.

Moreover when a ship is on the high sea, legal language is so treacherous that it is difficult to state the law with accuracy. Certainly it is true, as Sir Alexander Cockburn said in the same case, that 'by the received law of every nation a ship on the high sea carries the nation's flag and the law of its own nation with it; but if the inference be drawn from this that all English law applies to all people on board, it is untrue. The common law applies, because true Britons carry their common law with them into the non-sovereign parts of the globe. The criminal law applies by virtue of the old jurisdiction of the Admiralty. But what of Acts of Parliament? Here the line must be drawn. The operation of statutes is territorial, unless they are expressly extended. Parliament may legislate for persons on board British ships; but express words of extension are necessary to effect this purpose."

The law of England knows but of one territory—that which is within the body of a country. All beyond it is the high sea, which is out of the province of the English law as applicable to the shore, and to which that law cannot be extended except by legislation."

These words of Chief Justice Cockburn will doubtless be borne in mind by those to whom the drafting of the Betting Tax Bill, if it is decided to proceed with it, is confined.

FOREIGN TERRITORIAL WATERS.

Territorial waters being high sea, the position of a British ship vis-à-vis her own law does not alter when she enters the territorial waters of another country; but there is superadded to this law so much of the law of that country as has been extended to those waters. But when she enters waters which form part of the realm of that country and its harbours, her status suffers a sea change; though, here again, mail ships are, by convention, set in a class apart. Broadly speaking, the ship, and all persons and things on board, pass under the jurisdiction of the foreign country and its laws govern the passengers. The crew, again speaking broadly, are treated exceptionally because by custom of the sea, discipline is as it evidently must be maintained according to the law of the flag. In these two broad statements, however, lie concealed the germs of endless international disputes. It would be improper to write controversially upon them when such a difficulty has, in fact, arisen. The object of this article is to enable my readers to appreciate the nature of the difficulties rather than to speak emphatically upon the solution of this particular question. Now, at least, one thing is clear. If the doctrine of the territoriality of merchant ships were true, it would mean that the ship island could float into a foreign harbour and float out again, without regard to the country. A manifest impossibility; for imagine what an ever-changing archipelago, each island having its different laws, there would be every day in the year in such ports as Hongkong or Singapore. We may, therefore, subject to what will be said hereafter, accept Sir Robert Phillimore's statement that a foreign merchant vessel going into the port of a foreign State subjects herself to the ordinary law of the place during the periods of her commorancy there; she is as much a subditus temporaneus as the individual who visits the interior of the country for the purposes of business or pleasure."

LAW OF THE PORT.

But for the crew there must be a different rule. The maritime disciplinary law of the country may differ in essentials from that of the flag, and it is impossible that the sailors should pass under a different law every time the ship enters a foreign port. The authorities are unanimous in holding that the law of the flag prevails, even in foreign waters in everything that relates to the discipline and internal administration of the ship; and in this connection, it is advisable to remember that in many respects this governs the passengers. But "discipline" is an all-embracing term, and includes many things which are offences against the law; and the only way in which the position can be stated intelligibly seems to be that (probably) the Merchant Shipping Acts apply on board an English ship in a foreign port."

But the complexity of the subject is such that no sooner is a proposition stated with some degree of confidence than an exception must, with equal confidence, be tacked on to it; and the same authorities are unanimous in holding that if the breach of discipline, or offence, is prejudicial to the peace and good order of the harbour, the local authorities may properly take cognizance of it, and they must to this end have the right of going on board the ship."

(Continued at foot of next column.)

FRENCH SENATE PASSES NAVAL TREATY.
FRENCH LIBERTY OF ACTION.

The Bill for the ratification of the Treaty relating to the limitation of naval armaments concluded at Washington on February 3, 1922, between France, the United States, Great Britain, Italy, and Japan, which has been passed by the French Chamber of Deputies, came up for discussion in the Senate on July 11th, and was adopted by 287 votes to three.

M. Renaudat, Reporter of the Naval Affairs Commission, said the work of the Washington Conference had been followed in France with close attention, and that its conclusions had been warmly welcomed. The Commission recommended the acceptance of the tonnage for ships of the line stipulated in the Treaty because France wished to direct her greatest efforts, not on the construction of ships of the line, but on light vessels and submarines. The ratification of the Treaty would reassure American opinion as to the pacific intentions of France, and would strengthen the friendship of the United States.

M. Lomery, Reporter of the Navy Commission, reminded the Senate that there were two Washington agreements, one relating to naval armaments, and the other to the protection of neutrals and to submarines. It must be clearly understood that they were independent of each other, and in ratifying the first France preserved her liberty in regard to submarines. France welcomed with enthusiasm the initial proposal for the reduction of armaments. The objective of the Conference at Washington was much reduced, but the results which had been obtained were far from negligible.

M. Lomery added that the Commission associated itself with the protest of the Chamber against the choice of the date of 1921 in fixing the standards of the debate. The figures of 1914 should have been chosen; that would have established a normal situation. France was not on an equality with Italy, although she was not solely a Mediterranean Power. The United States Government had not given up the idea of securing the limitation of auxiliary ships and submarines at a future conference. But they hoped that France would not depart from her point of view in this matter.

The Prime Minister—Your remarks will help in that matter. M. Lomery further pointed out that the cruisers authorized by the Treaty would be inferior in gun calibre to those necessary to beat German cruisers. That was an unsatisfactory situation. Nevertheless, the Commission advised the approval of the Treaty.

M. Raiberti, Minister of Marine, said that the proportion fixed had been maintained only in respect of capital ships. If it had been otherwise the French Government would not have signed the Treaty.

M. J. Delahaye—"That is a misrepresentation."

The Prime Minister—"There is no misrepresentation. The Treaty of Washington applies only to capital ships; for light vessels and submarines it is the French vessel which has triumphed." M. Raiberti, continuing, said that France must reconstitute her fleet, but this was dependent on the improvement in her financial situation. Up to 1920 the programme would include the construction of cruisers, torpedo boats, and submarines. In 1920 the question would have to be faced whether the building of battleships should again be undertaken. If at that time France decided to begin the work, she would be able to build more than the 175,000 tons allowed by the Washington Treaty. The Bill was passed by 287 votes to three.

The Senate also passed the Bill ratifying the Four Power Pacific Treaty.

the peace and good order of the harbour, the local authorities may properly take cognizance of it, and they must to this end have the right of going on board the ship."

Yet even now our troubles of clear exposition are not ended for the measures which the disciplinary law of the flag sanctions may themselves be prejudicial to the peace and good order of the harbour. Suppose, for example, the captain of some foreign ship were empowered for extreme breaches of discipline to search the world on deck, or the yard-arm at sunrise! But we need not go to extremes; let it be no more than what the law of the harbour regards to be a generic term—as "ill-treatment"; here we have the opinion of Sir Robert Phillimore, that he could not entertain any doubt that in this country a foreign sailor, complaining of ill-treatment of the master on board a foreign ship in an English port would be entitled to the protection of an English Court of Justice."

LAW OF THE PORT.

This seems to make the law of the port paramount, but there must be an exception, where the disciplinary law of the flag is more severe than that of the port. This point has been the subject of judicial decision. A mutiny occurred on board an English ship at Odessa; assistance was sought from the port authorities; Russian soldiers took the seaman on shore, where he was flogged as for a breach of Russian law, the captain protesting the infliction of the penalty. The seaman recovered £25 damages. And so the law of the flag came into its own. So we see that even in so straightforward a matter as discipline we can find no certain formulae all the terms of which shall express their meaning clearly. The battle between the law of the flag and the law of the port rages like to the morning's war."

Now one the better than another best. But the more fact that the flag does govern discipline in ordinary cases seems to warrant the statement that, though we must discard the "floating island" theory as fantastic, the ship never does become so absorbed into the foreign territory when she enters port as to become part and parcel of it. All may go on as before when she was on the high sea; and to this extent she seems to retain her identity. her status of foreign ship, on which her own law is so far as it has been made applicable, prevails. The suggestion is inevitable that some overt act, some disturbance of the peace and good order of the port, is necessary before the foreign authorities are entitled to interfere with her internal arrangements."

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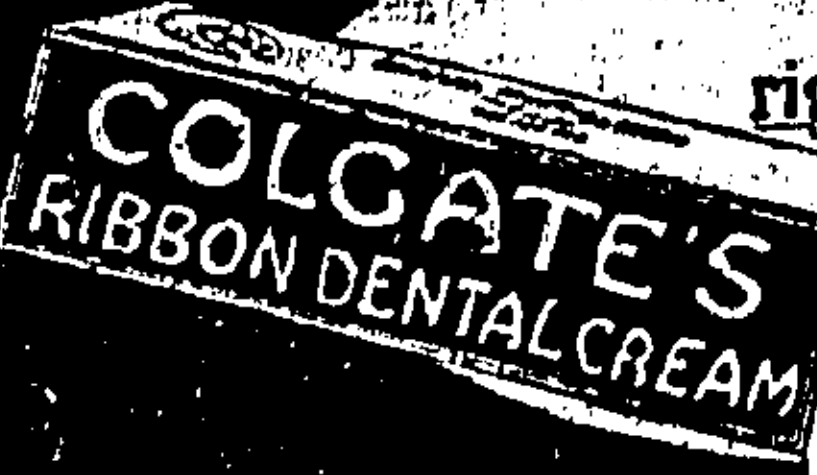
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HOPE FOR BUDDING MUSICIANS.

PADEREWSKI'S STORY OF EARLY DISCOURAGEMENTS.

"The secret of my success," said M. Paderewski to a *Daily Herald* representative, "has been in the power of work that has enabled me to overcome many initial disadvantages."

Pointing to his hands, he said:— "When I first started playing at the Conservatoire of Warsaw, my professors did everything they could to discourage me. My hands, they said, were not long enough. I could not span more than an octave. I would be well advised in giving up the piano and learning a more facile instrument, such as the trombone. "Such remarks, however, did not deter me from carrying on, and I accordingly persevered in my work, being determined to achieve success at all costs and to rise, if possible, to the top of the profession that I loved with all the ardour of a lover: the result being that, after many years' hard toil and unceasing effort, I reached the position that I now hold.

"I consider, therefore, that, given a certain aptitude, health and love for one's work, a man can arrive at any result if only he possesses infinite capacity for taking pains.

"I have this year made a fortune—having in a measure repaired the losses that I contracted through the war. But if ever an artist worked, I did, and this applies more specially to the period subsequent to my taking up music again on the completion of the five years that I devoted to the service of my country and to political life.

"This period was a great trial to me, for I am passionately devoted to my art, but I cheerfully made the sacrifice for my country's sake, and during all that time scarcely ever touched a piano.

"But when I returned to the concert platform I had to make good this staleness, and it was a terrific strain, one for which I needed every ounce of energy that I possessed.

"For a time I worked all day, and at times quite 20 hours out of the 24, and slowly but surely I regained command over the piano and recovered the suppleness and strength that are so essential to a pianist."

"How many hours do you practise a day at the present moment?" I asked. "Is there any special form of preparation that you hold necessary for your art?"

"Everyday, whenever possible, I play for five hours, but I also devote two hours, one in the morning and one at night to Sandow's exercises."

"I well remember meeting Sandow some years before the war, and in the course of our conversation telling him that I devoted two hours every day to his exercises."

"I should never have thought," he exclaimed, "that much physical strength was required to play the piano."

"Well," was my reply, "just sit down at the piano and play some chord for a few minutes. You will see that even a strong man like you will tire very quickly."

"After three minutes," Paderewski added, "Sandow was unable to go on playing, and on his asking me how long I could go on playing the same chord, I told him that, thanks to my special course of exercises, I could go on playing for well over half an hour."

"As for my special dieting, I eat and drink normally, but on the day I am giving a concert I am careful not to eat anything for five hours before the concert takes place. A pianist must play with an empty stomach if he wishes to have a light touch."

"Paderewski concluded the interview by stating that he was soon going to Switzerland to take a much-needed rest.

"I am very much interested in the League of Nations," he said, "and will probably attend as many meetings as I can while I am in Switzerland, and I am a member of the audience. In November I shall return to America to give more concerts and then to Australia."

CHANGING MAN.

SIR ARTHUR KEITH ON THE GERM PLASM.

Human beings of the future will be different from those now on the earth, according to the theory of Sir Arthur Keith, the scientist and surgeon, expressed in a lecture recently at Charing Cross Hospital Medical School.

Man, he said, is now going through the greatest experiment in evolution ever known. We live in houses, work in factories, wear clothes. These facts and the foods we eat and drink, some of which contain alkaloidal substances foreign to the body, will have their influence on the germ plasm which determines what characters of body we shall possess.

The destiny of evolution, Sir Arthur said, was something which was inherent in the germ plasm, and something mankind had no control over. All the gifts we had—the brain, the hand, the upright posture—had been attained by nothing man himself had done; that his ancestors had done; he had simply come into something he was heir to.

NAUGHTY CHILDREN.

Doctors discussing naughty children at the Portsmouth Medical Congress described how some revel in naughtiness for the sheer pleasure of reducing their parents to a state of nervous prostration.

Dr. Cameron, one of the greatest authorities on children, quoted as an instance that of a girl, aged 10, whose mother was distressed because the child was horribly interested in deaths and murders. When she returned to a waiting room where the child had been left while the mother was consulted, we found that the charming little girl, who was all smiles and dimples, had selected a book on skin disease from a bookcase, and was looking at unpleasant illustrations. The mother turned pale and threw up her hands in horror. Then the child closed the book with a smile of utter satisfaction, having achieved her object, which simply was to make her mother shiver.

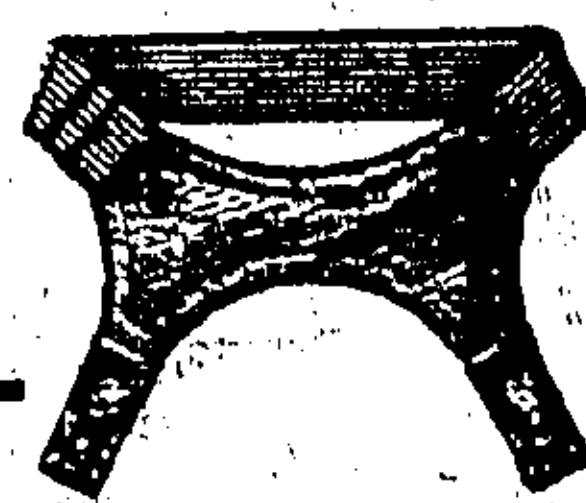
CUTICURA HEALS SCALP TROUBLE

Red Spots Over Top of Baby's Head. Hair Fell Out.

"My baby's trouble began with tiny red spots of a wet nature on the top of her head, just over the forehead, which in a short time spread to her head and formed a dry scale. It also affected her eyebrows and her hair all fell out. The breaking out was very disfiguring and irritated the baby a lot."

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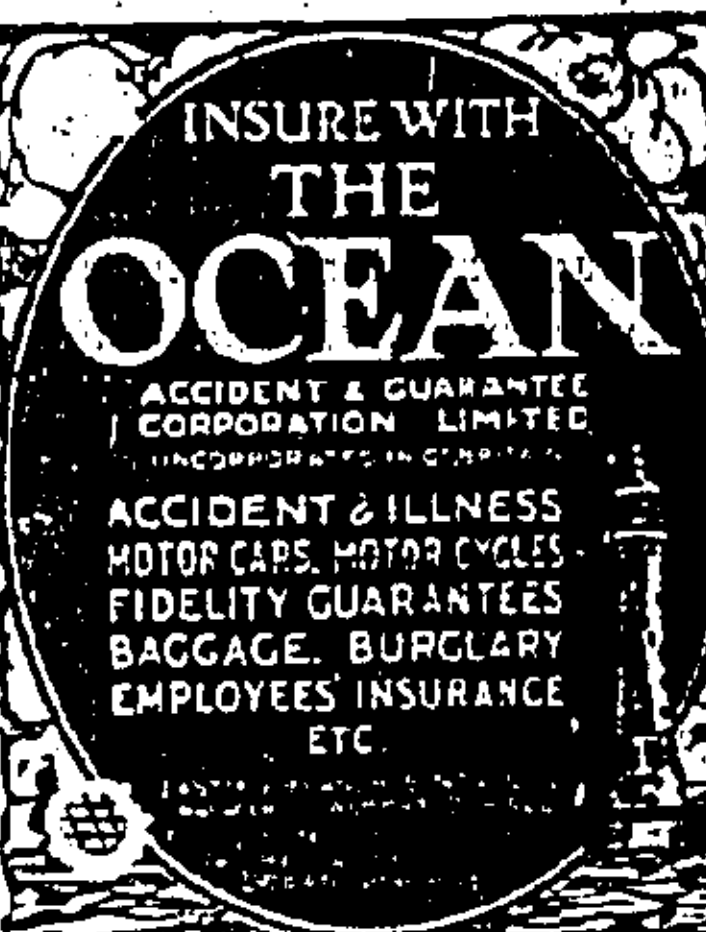
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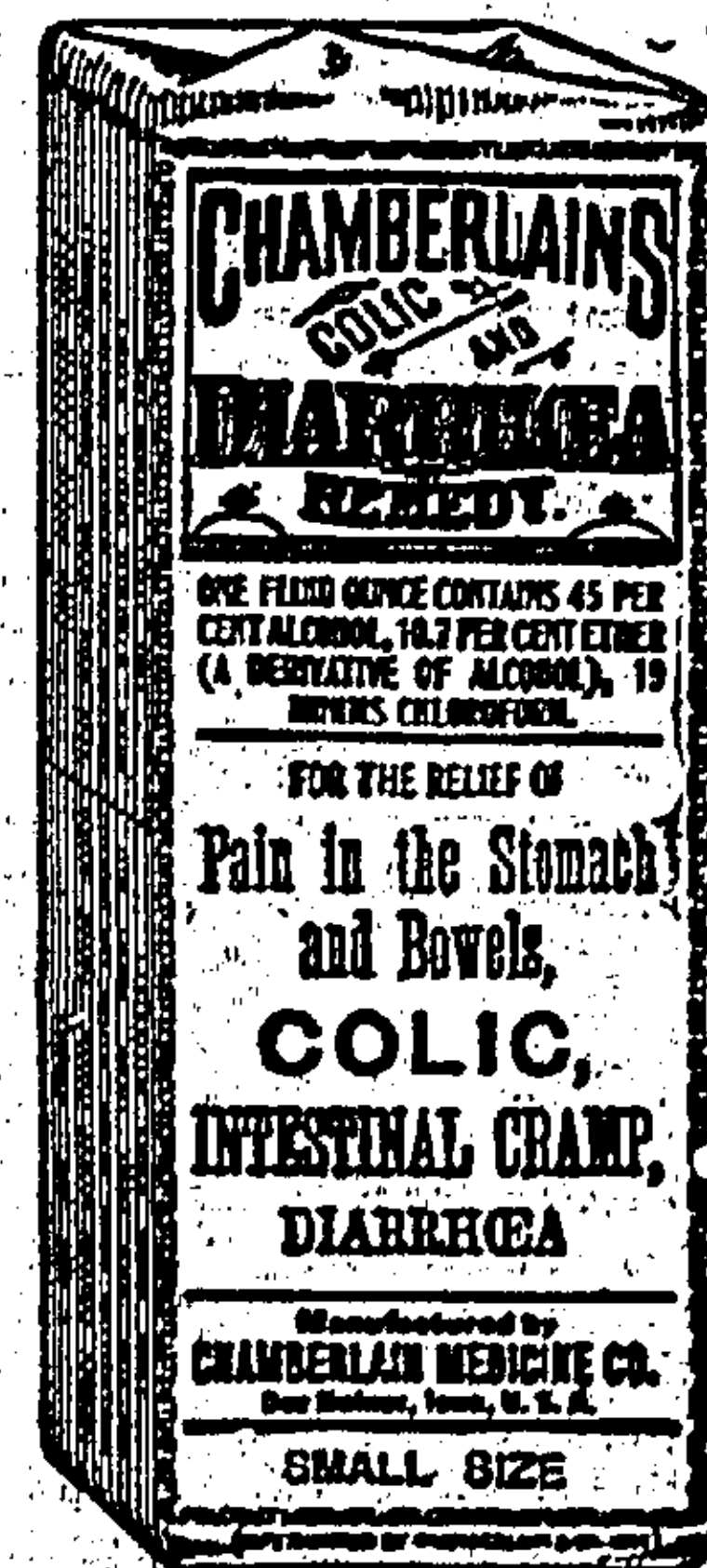


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FOR THE RELIEF OF Pain in the Stomach and Bowels, COLIC, INTESTINAL CRAMP, DIARRHOEA. Chamberlain Medicine Co. SMALL SIZE. VETARZO BLOOD PURIFIER. Trial bottle either primary or secondary. For the treatment of all blood diseases. For the treatment of all blood diseases. For the treatment of all blood diseases.

WORLD THEATRE

WEDNESDAY, 22nd, to SATURDAY, 25th August.

AN EXTRAORDINARY PROGRAMME AT USUAL PRICES.

5.15 p.m.—Matinee.

9.15 p.m. Show.

ROBERTSON-COLE SPECIAL

BESSIE BARRISCALE

"LIFE'S TWIST"

PATHE ORIENT

A FASCINATING AND ROMANTIC ADVENTURE IN A MYSTERIOUS CITY

"ATLANTIDE"

12 PARTS.

BOOKING AT THE THEATRE.



How Pretty Teeth

affect the smile—teeth freed from film

See what one week will do

The open smile comes naturally when there are pretty teeth to show. But dingy teeth are kept concealed.

The difference lies in film. That is what eats and discolors. That is what hides the tooth luster.

Why teeth are dim

Your teeth are coated with a viscous film. You can feel it now. It clings to teeth, gets between the teeth and stays.

No ordinary tooth paste can effectively combat it. The tooth brush, therefore, leaves much of it intact.

That film is what discolors, not the teeth. It often forms the basis of a dingy coat. Millions of teeth are clouded in that way.

The tooth attacks

Film also holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay.

Germs constantly breed in it. They, with tartar, are the chief cause of pyorrhea. Thus most tooth troubles are now traced to film, and very few people escape them.

Must be combated

Dental science has long been

seeking a daily film combatant. In late years two effective methods have been found. Authorities have proved them by many careful tests. Now leading dentists nearly all the world over are urging their daily use.

A new-day tooth paste has been perfected, made to comply with modern requirements. The name is Pepsodent. These two great film combatants are embodied in it.

It goes further

Other effects are now considered essential. Pepsodent is made to bring them all.

It multiplies the salivary flow. It multiplies the starch digestant in the saliva. That is there to digest starch deposits on teeth, so they will not remain and form acids.

It multiplies the alkalinity of the saliva. That is Nature's neutralizer for acids which cause decay. Thus every application gives these tooth-protecting forces multiplied effect.

These things mean whiter, cleaner, safer teeth. They mean natural mouth conditions, better tooth protection.

Pepsodent

The New-Day Dentifrice

A scientific film combatant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over. For sale in two sizes by all druggists.

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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Carl Legien	9,000 tons	7th September
*Adolf von Baeyer	9,000 tons	First half of October
*Emil Kirdorf	9,000 tons	First half of November
*Schoer	12,300 tons	First half of December
*Albert Vogler	9,000 tons	

HOMeward for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vogler	9,000 tons	19th Sept. Calling at Manila
*Carl Legien	9,000 tons	20th Oct. do.
*Adolf von Baeyer	9,000 tons	
*Emil Kirdorf	9,000 tons	
*Schoer	12,300 tons	

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

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1st Class Fare to Singapore:—\$100.

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AIR FORCE MEMORIAL.

UNVEILED BY THE PRINCE OF WALES.

"OUR CLOUD ARMIES."

The war memorial in honour of the men of the Air Forces of the Empire who sacrificed their lives in the war was unveiled on July 10th on the Victoria Embankment by the Prince of Wales. The memorial is a half-way between the bridges of Westminster and Charing-cross, and is an emblem of splendour and eloquent simplicity. At the head of the white stone column is an inscription of polished granite, and the peak is symbolic of flight—a great g't eagle with outstretched wings, whose making has cost some four tons of bronze. On a globe beneath are encircled the signs of the Zodiac. It is the product of two distinguished artists, Sir Reginald Blomfield, R.A., and Mr. Reid Dick, A.R.A.

Long before the appointed hour that part of the embankment which was concerned in the day's event held a large crowd, sympathetic, expectant, and patient. A detachment of the Royal Air Force had been drawn up on the steps of a hollow square with fixed bayonets and drums and fifes. Five minutes after noon the Duke of York, who is president of the memorial fund, arrived. He was in the uniform of the Air Force, and was received with cheers and the playing of the National Anthem. In attendance was Commander Louis Greig. Ten minutes later the Prince of Wales, in morning attire, was greeted with prolonged applause and the renewed playing of the band. After the interchange of a few greetings his Royal Highness proceeded to inspect the guard of honour, and this accomplished, he had presented to him the architect, the sculptor, a director of Messrs. Dove's, Ltd. (who erected the monument), and the foreman of works. Immediately afterwards followed a ceremony which embraced welcome to the Prince, an explanation of the character of the memorial, the Prince of Wales's acceptance of the monument on behalf of the nation, and its dedication to the public.

The Prince of Wales said: This monument, erected by the Royal Air Force Memorial Fund, which I am about to unveil, will stand as a lasting tribute in the heart of this great city to the memory of all ranks of the Royal Naval Air Service, the Royal Flying Corps, and the Royal Air Force, and other Air Forces from all parts of the Empire, who, braving hitherto unknown dangers in a new element of warfare, died to give us the final victory. Their exploits and undaunted courage have established a new tradition for the new Service which our cloud Armies of the future, whether in peace or war, will, I feel sure, follow with devoted pride. The nation, on whose behalf I am asked to accept this memorial, and the public, to whom I am to dedicate it, will ever faithfully remember the gallant lives and the great deeds it commemorates.

The Rev. H. D. L. Viener (Chaplain-in-Chief of the Royal Air Force) then dedicated the memorial and offered prayer; and when the Prince of Wales had released the cords which kept the covering Union Jacks in place and the "Last Post" had been sounded, the solemn ceremony in honour of our dead airmen was ended.

The inscription on the front panel facing the embankment reads as follows:

In Memory of
all Ranks of the
Royal Naval Air Service
Royal Flying Corps
and these Air Forces
from every
Part of the British Empire
who gave their lives
in winning victory
for their King and Country
1914-1918.

"I bare you on Eagles Wings and brought you unto myself."

The wording on the rear panel facing the Thames is:

IN
PERPETUAL
MEMORY,
1914-1918.

After the ceremony many wreaths and bunches of flowers were deposited at the base of the column.

KILLED BY KINDNESS.

A passenger from Mauritius by the *Goorkha*, which brought the crew of the *Thames*, gives some sidelights on the adventure, says a Capetown wire. One of the crew died owing to the well-meaning inhabitants of Rodriguez feeding him too liberally. A sad case on the other boat was that of an engineer who had been learning out licking the dew off the boat's timbers when he over-balanced and fell overboard. His comrades were too weak to attempt to rescue him, and he was swept away. The extreme youthfulness of the crew is very striking. Some were merely apprentices, while even the skipper was but little over 30. A tragic circumstance was that had the cruiser *Columba* taken a course north of the Island when she went to rescue at Rodriguez she would have picked up the second boat that landed at Mauritius, but by taking a southern course it missed them. One boat had two days' rations left and the other 10. It was a wonderful example of discipline and self-control.

SELECTION OF GOVERNORS.

A telegram received at Colombo, dated London, July 10th, states: *The Times* in its first leader on the choice of men refers to the coming vacancies of the Viceroyalty of India and the Governorships of Bombay and Madras, and South Africa and the Crown Colonies. *The Times* says that the question of filling up vacant Governorships in the Colonies is requiring careful consideration when so many countries are emerging from their tutelage stage. Mention is made of Ceylon as having no earlier vacancy and the most difficult to be filled.

WEATHER REPORT.

August 24th at 12.35.—Pressure has decreased very considerably in the neighbourhood of Shanghai. It is nearly stationary at Hongkong and has increased slightly from Luxon to Yap.

The Loochoo typhoon will pass very near Shanghai this afternoon. Hongkong rainfall for the 24 hours ending at 10 a.m., 24th August, 0.10 inch. Total since January 1st, 62.81 inches, against an average of 61.20 inches.

The forecast for the 24 hours ending at noon, 25th Aug., is as follows:—
District Forecast

Formosa Channel ... S.W. winds, freshening.

South coast of China between Hongkong and Lamook ... do

Hongkong to Gap Rock ... Light, variable winds; fine

South coast of China between Hongkong and Hainan ... E. winds, moderate.

CHURCH SERVICES.

UNITED CHURCH (Kennedy Road).—

Sunday Services, August 25th:—

Morning Service at 11 o'clock.

Hymns: 188, 441, 11.

Chant 55 (Psalm LXXII, Barnby).

Antiphon:—"When the heart is overwhelmed."

Evening Service at 8 o'clock.

Hymns: 217, 471, 593, 671.

Preacher at both services:—Rev. Geo. G. Barnes. [188]

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road (below Bowen Road Tram Station).—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193]

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[463]

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Telegrams "Keymer, London." Est. 1844.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.
MANILA ...	"WINGSANG" ... Saturday, 25th Aug. 3 p.m.
KORE via AMOY & SHANGHAI ...	"KUTMANG" ... Sunday, 26th Aug. 6 a.m.
TIENTSIN via WEIHAIWEI ...	"ORIPSHING" ... Sunday, 26th Aug. Noon
BANGKOK via SWATOW ...	"YATSHING" ... Sunday, 26th Aug. Noon
NEWCHWANG via SWATOW ...	"TAKSANG" ... Tuesday, 28th Aug. Noon
SANDARAN ...	"MAUSANG" ... Wednesday, 29th Aug. 11 a.m.
TRINGTAU via SWATOW ...	"YUSANG" ... Wednesday, 29th Aug. Noon
SHANGHAI ...	"FOOKSANG" ... Wednesday, 29th Aug. 3 p.m.
STRAITS & CALCUTTA ...	"LOKSANG" ... Tuesday, 4th Sept. Noon
SHANGHAI via SWATOW ...	"CHUNSANG" ... Wednesday, 5th Sept. 3 a.m.
BANGKOK via HOIHOW ...	"EESANG" ... Friday, 7th Sept. 8 a.m.
HAIPHONG via HOIHOW ...	

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BOBINO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bill of Lading for Kudat Jesselton, Labuan, Tawau and Lahad Dato).

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "FOOKSANG" will be despatched on or about

Wednesday, 29th Aug., at 3 p.m., for SINGAPORE, PENANG

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Through Bills of Lading issued to RANGOON, MADRAS, PORT

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharges
"GLENLUCE"	... 10th Sept.	"GLENLANDA"	... 16th Sept.	Genoa, London, Rotterdam and Hamburg.
"GLENOCLE"	... 20th Sept.			
"CARMARTHENSHIRE"	6th Oct.			

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

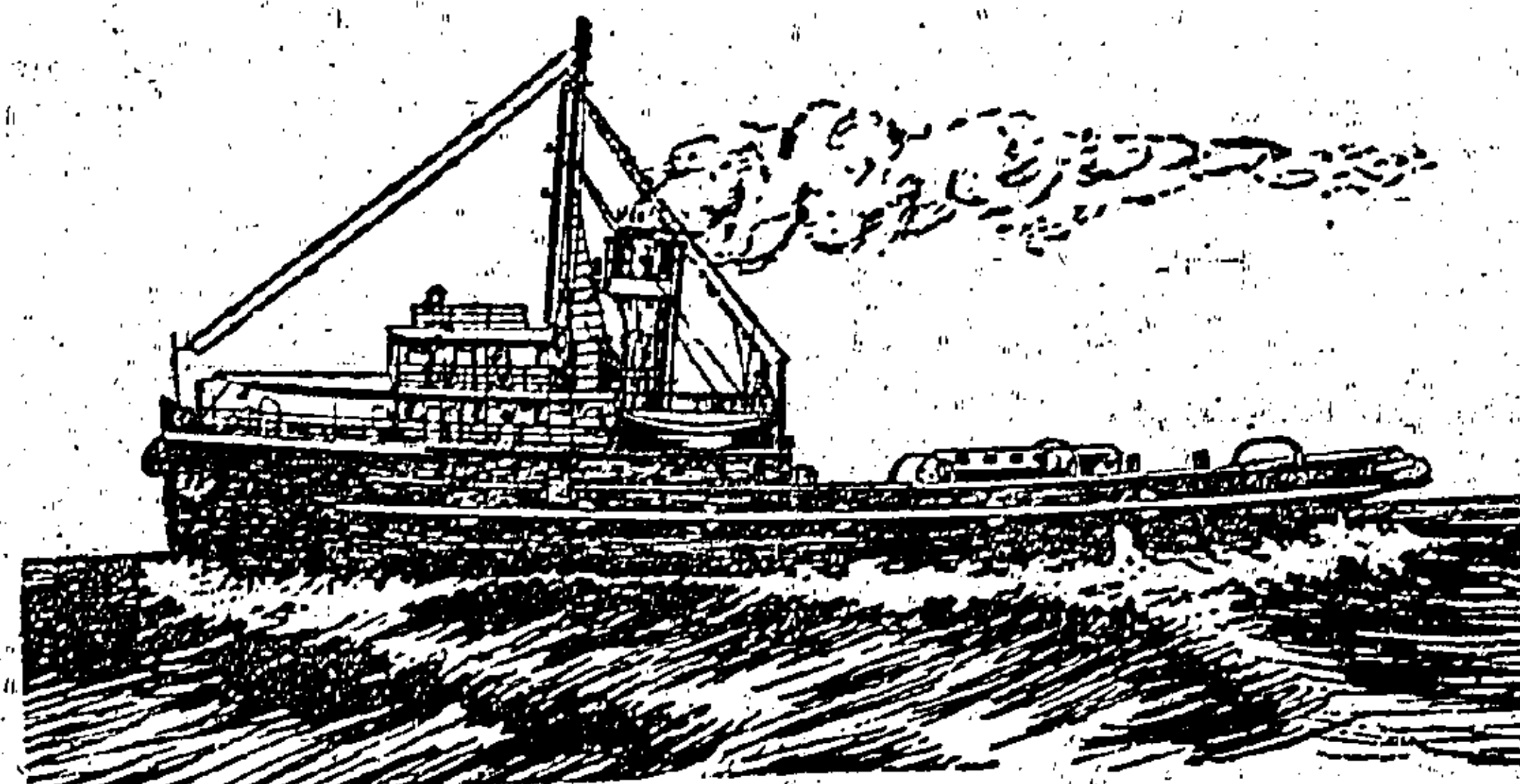
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.T., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

August 23rd.

Amherst, Chinese str., 211 tons, Capt. Kwok Shao, from Hoihow, with a general cargo.—On Fat & Co.

Deacon, British str., 1,047 tons, Capt. A. H. Brown, from Kobsichang, with a general cargo.—Cheong Yee S.S. Co.

Jadden, American str., 5,239 tons, Capt. Dunn, from Hankow, with a general cargo.—Pacific Mail S.S. Co.

Kaiping, French str., 177 tons, Capt. A. Manu-chin, from Haiphong and Pakhoi, with a general cargo.—Sing Kee.

Liangchow, British str., from Canton.

Mantau, British str., 3,589 tons, Capt. A. B. Armitage, R.N.R., from London, which port she left on July 26th, with a general cargo.—Mackinnon, Mackenzie & Co.

Nanchang, British str., from Canton.

Tak Sang, British str., 977 tons, Capt. W. J. Rooker, from Tsingtao and Swatow, with a general cargo.—J. M. & Co.

Wong Shik Kung, British str., from Canton.

August 24th.

Aizawa Maru, Japanese str., from Canton.

Afrika, Danish motor-ship, 8,327 tons, Capt. E. Hansen, from Singapore, with a general cargo.—John Mannings & Co.

Teochow, British str., 1,223 tons, Capt. D. T. James, from Swatow.—B. & S. Fodder, Chinese str., from Canton.

Panther, British str., 8,077 tons, Capt. W. H. Lewis, from Singapore, with a general cargo.—J. M. & Co.

President Jefferson, American str., 8,443 tons, Capt. F. R. Nicholas, from Manila, with a general cargo.—Admiral Oriental Line.

Sunli, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.

Tsukuba Maru, Japanese str., 671 tons, Capt. S. Suyama, from Keelung, with a cargo of coal.—M.B.K.

West O'Keefe, American str., 3,361 tons, Capt. W. Tinn, from Zamboanga, with a general cargo.—Arnold & Co.

CLEARANCES.

August 24th.

Aizawa Maru, No. 23, for Keelung.

Amakusa Maru, for Swatow.

Penglee, for Canton.

Poplar, for Foochow.

Halvard, for Saigon.

Heckling, for Foochow.

Lai Sang, for Singapore.

Lee Sang, for Hoihow.

Zhangchow, for Swatow.

Zhangchow, for Canton.

Zhangchow, for Hongkong.

Mantau, for Shanghai.

Mantau, for Hoihow.

Nor Matilde, for Haiphong.

Pehkashere, for Shanghai.

Tak Sang, for Hoihow.

Tak Sang, for Canton.

Tak Sang, for Singapore.

Tak Sang, for Shanghai.

Tak Sang, for Haiphong.

Tak Sang, for Swatow.

Tak Sang, for Keelung.

Tak Sang, for Hoihow.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Silberia Maru* arrived at Yokohama on August 23rd and sails on the 26th via Kobe, Dairen and Shanghai, being due at this port on September 6th.

The B.L. and Apur line s.s. *Tanda* left Singapore for this port on the 23rd inst., p.m., and is due here on the 29th inst., a.m.

The s.s. *Libania* (Blue Funnel), arrived at Liverpool on the 21st ult.

The s.s. *Troilus* (Blue Funnel), arrived at London on the 23rd inst.

The s.s. *Kobana* (Blue Funnel), arrived at Boston on the 22nd inst.

The N.Y.K. s.s. *Rangoon Maru* (Calcutta line), left Moji for Hongkong on August 23rd, and is expected here on August 29th.

The N.Y.K. s.s. *Eichu Maru* (New York line), left Kobe for Hongkong on August 23rd, and is expected to arrive here on August 29th.

The Admiral Oriental line's *President Jefferson* sails for Victoria and Seattle from this port via Shanghai, Kobe and Yokohama, on Sunday next, at 10 a.m.

PASSENGERS.

ARRIVALS.

Per *Afrika*, on August 24th:—Messrs. M. Larsen, R. Larsen, E. Larsen, P. Larsen, P. Sondergaard and T. Tinnon.

Per P. & O. s.s. *Mantau*, on August 23rd:—For Hongkong: Mr. P. Barnicle, Mr. K. Burrows, Mr. D. Campbell, Mr. F. Clemen, Mr. J. R. Collis, Mr. F. C. Dawling, Mr. and Mrs. B. de Sousa, Mr. and Mrs. E. A. Harlow, Mr. J. Hurley, Lieut. J. A. C. Hull, Mr. H. B. Knight, Mr. and Mrs. W. A. Russell, Mr. P. Tindall, Miss M. Vinall, Lieut. W. D. G. Weir, Surg.-Lt. Cdr. and Mrs. Fitzroy Williams.

DEPARTURES.

Per *Empress of Australia*, on August 24th:—Mr. and Mrs. G. A. Ludington, Mr. D. C. McDonald, Mr. P. M. Payne, Miss A. L. Stewart, Mr. W. W. Thacher, Mr. C. Whalen, Mr. H. Bingham, Miss N. L. Beard, Mr. and Mrs. L. Berghelm, Miss L. B. Crose, Mr. K. Dakersgroff, Miss A. E. Elmore, Mr. R. Edger, Mrs. K. M. Fetterly, Miss E. Gibbons, Miss C. M. Gibson, Mr. J. Gual, Miss S. C. Gee, Mr. D. L. Howard, Mr. C. S. Huang, Sir Jehangir Kothari, O.B.E., Miss H. B. Komor, Mr. A. Lafante, Mrs. S. M. Lopes, Mr. F. A. McGrath, Mrs. M. Patterson, Miss F. A. Reay, Mr. F. A. Seiforth, Mr. C. R. Slove, Mr. T. F. Sherman, Mrs. Santos, Miss L. Santos, Mr. and Mrs. R. Taylor, Mr. and Mrs. H. E. Watson, Mr. and Mrs. R. Wilson, Miss C. J. Wannamaker, Mrs. J. Wilson, Miss M. Wilson, Miss J. Wilson, and a large number of Chinese saloon passengers.

Per P. & O. s.s. *Mantau*, on August 24th:—Mr. Yates, Mr. and Mrs. G. M. Pupple, Engr. Comdr. Montgomery, Mrs. Kuo, Mr. Levitt, Mr. R. Kanunori, Miss E. Makham, Mr. A. Wedblad, Mr. Bateman, Mr. G. R. Stamp, Mr. H. T. McNeill, Mr. G. E. Nills, Mr. A. Curshaw, Mr. Muljanna, Mr. A. E. W. Davis, Mr. J. B. Evans, Mr. and Mrs. Biterley, Mr. J. Mitchell, Mr. R. Harding, Mr. A. S. Thompson, Mr. J. Tamara, Mrs. Roseholm, Mr. and Mrs. J. A. Gunn, Miss A. Joffey, Mr. A. H. Child, Mr. J. McArthur, Mr. R. F. Shroff, Mr. D. R. Macfarlane, Mr. and Mrs. Ward, Mrs. Mrs. J. Zima, Misses Zima, Mr. J. Andrew, Miss G. W. Meech, Lieut. J. A. C. Hill, R.N., Lieut. N. Pisani, R.N., Mr. Warner, Mr. W. S. Royton, Mr. E. Nilson, Mr. H. E. Jones, Mr. and Mrs. Sarkari, Mr. Gadivalla, Mr. R. P. White, Miss Sutton, Mrs. M. Pluhovsky, Miss A. D. Masters, Mr. Lillie, Mr. W. A. Bailey, Miss McLaughlan.

VESSELS EXPECTED.

Anhoise (M.M.), due August 25th.

Ballerophon (Blue Funnel), due Sept. 7th.

Bentley (Ben Line), due Sept. 8th.

Candler (M.M.), due September 11th.

Elphinstone (Blue Funnel), due Sept. 12th.

Empress of Asia, due August 27th.

Ernygus (Blue Funnel), due Sept. 28th.

Meritor (Blue Funnel), due August 31st.

Meriones (Blue Funnel), due Sept. 6th.

Nagano Maru, due August 29th.

Phoenia (Blue Funnel), due Sept. 19th.

Rangoon Maru (N.Y.K.), due Aug. 29th.

Sophie Bekker, due August 28th.

Sura Maru (N.Y.K.), due August 29th.

Victoria, due August 27th.

Wakasa Maru (N.Y.K.), due August 27th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 24th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.65	29.65	29.62
Temperature	84	78	85
Humidity	65	85	85
Wind Direction	ESE	Calm	WNW
Force	3	0	1
Weather	B	B	B
Rain	0.00	0.0	0.00

Highest open-air temperature on 23rd ... 86

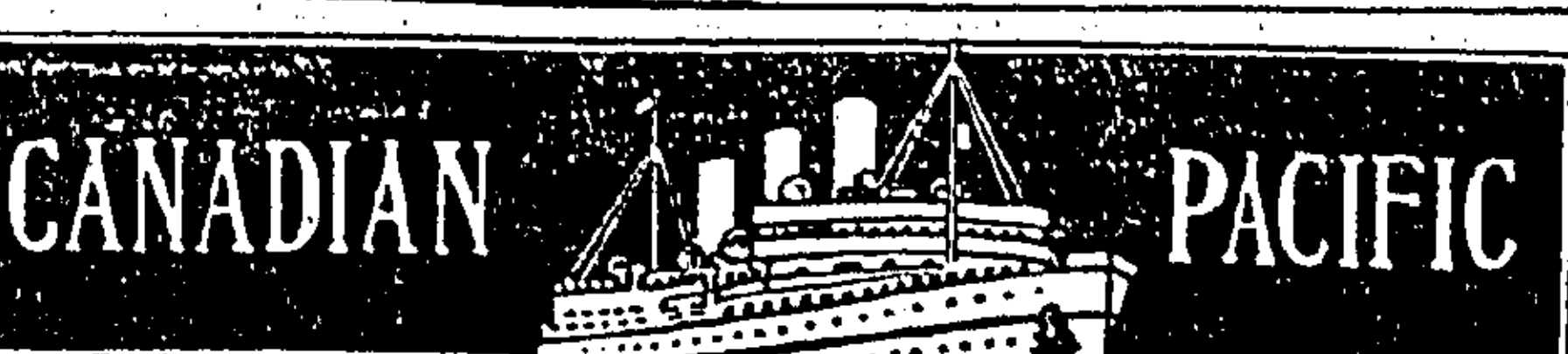
Lowest open-air temperature on 24th ... 76

THE NEW FREIGHT SERVICE.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3



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via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Day	From Vancouver	Day	From Quebec	Day
<i>Empress Asia</i>	Sept. 6	<i>Sept. 24</i>	<i>Montcalm</i>	Sept. 21	Sept. 23
<i>Empress Canada</i>	Sept. 22	Oct. 3	<i>Empress Scotland</i>	Sept. 29	Oct. 4
<i>Empress Russia</i>	Oct. 4	Oct. 22	<i>Empress France</i>	Oct. 13	Oct. 19
<i>Empress Australia</i>	Oct. 18	Nov. 7	<i>Empress Scotland</i>	Oct. 27	Nov. 2
<i>Empress Asia</i>	Nov. 1	Nov. 19	<i>Montcalm</i>	Nov. 16	Nov. 23
<i>Empress Canada</i>	Nov. 17	Dec. 3	<i>Empress Scotland</i>	Nov. 24	Nov. 30
<i>Empress Russia</i>	Nov. 29	Dec. 17	<i>Empress France</i>	Dec. 9	Dec. 15
			<i>Empress Scotland</i>	Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held subject to through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

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First class throughout. £120. HONGKONG TO SAN FRANCISCO. £112-£110. Mono class steamers on the Atlantic. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. STEAMERS. SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 31st. SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 18th. TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th. TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th. KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE. THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS. GINYO MARU ... 16,000 tons, September 5th. ANYO MARU ... 16,700 tons, October 20th. SEIYO MARU ... 14,000 tons, December 4th. BAKUYO MARU ... 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE. OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA. STEAMER. DESTINATION. LEAVE HONGKONG. PERSIA MARU (Batavia, Samarang & Sourabaya) ... September 10th. NEW YORK LINE. (Freight only). VIA JAVA AND SUEZ.

STEAMER. MERO MARU ... about September 20th. For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. King's Building, Tel. No. C. 2374 & 2375.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE.

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 155.

S. MITRAL, Agent. Top Floor, King's Building. Tel. Central No. 140.

HONGKONG TIDE TABLE

From August 25th to 31st, 1923.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong Standard Time.	Height.	H'kong Standard Time.	Height.
Satur.	25	h. m.	ft. in.	h. m.	ft. in.
		8 20	5 0	1 48	3 4
Sun.	26	9 58	5 0	3 17	1 3
		9 16	7 3	2 34	3 1
Mon.	27	10 27	6 1	3 52	1 3
		9 58	7 2	3 17	2 9
Tues.	28	10 53	5 3	4 26	1 8
		11 36	6 9	3 59	1 7
Wed.	29	11 18	5 4	4 59	1 7
		11 9	6 5	4 40	2 7
Thur.	30	11 42	5 5	5 31	2 0
		11 39	6 1	5 22	2 8
Fri.	31	0 5	5 6	6 2	2 4
		0 52	5 6	6 31	2 9

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation.	1923.		W. L. Aug. 13.	W. L. Aug. 13.
	Highest W. L. ever recorded.	Lowest W. L. ever recorded.		
Wuchow, W. River.	Feet. +79.50	Feet. -2.12	Feet. 60.6	Feet. —
Kongmoon, W. River.	+14.70	-0.80	—	—
Linkongchow, N. River.	+57.00	—	8.5	—
Samsui, N. River.	+27.35	-5.00	21.9	21.7
Sheking, E. River.	+15.15	-0.98	—	—

Engineer-in-Chief.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT PIERCE" ... Aug. 29th.

"PRESIDENT LINCOLN" ... Sept. 17th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS THROUGHOUT. CABIN CLASS ON ATLANTIC. SECOND CLASS ON ATLANTIC.

WITH STOP OVER—PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 8th

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America: G. \$405, G. \$420, G. \$440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

FUSHIMI MARU ... Wednesday, 13th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISEN MARU ... Thursday, 30th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Tuesday, 28th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

NAGASAKI, KOBE & YOKOHAMA.

YOKOHAMA MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Sunday, 29th Aug.

FATEISHI MARU ... Sunday, 2nd Sept.

NAGANO MARU ... Monday, 3rd Sept.

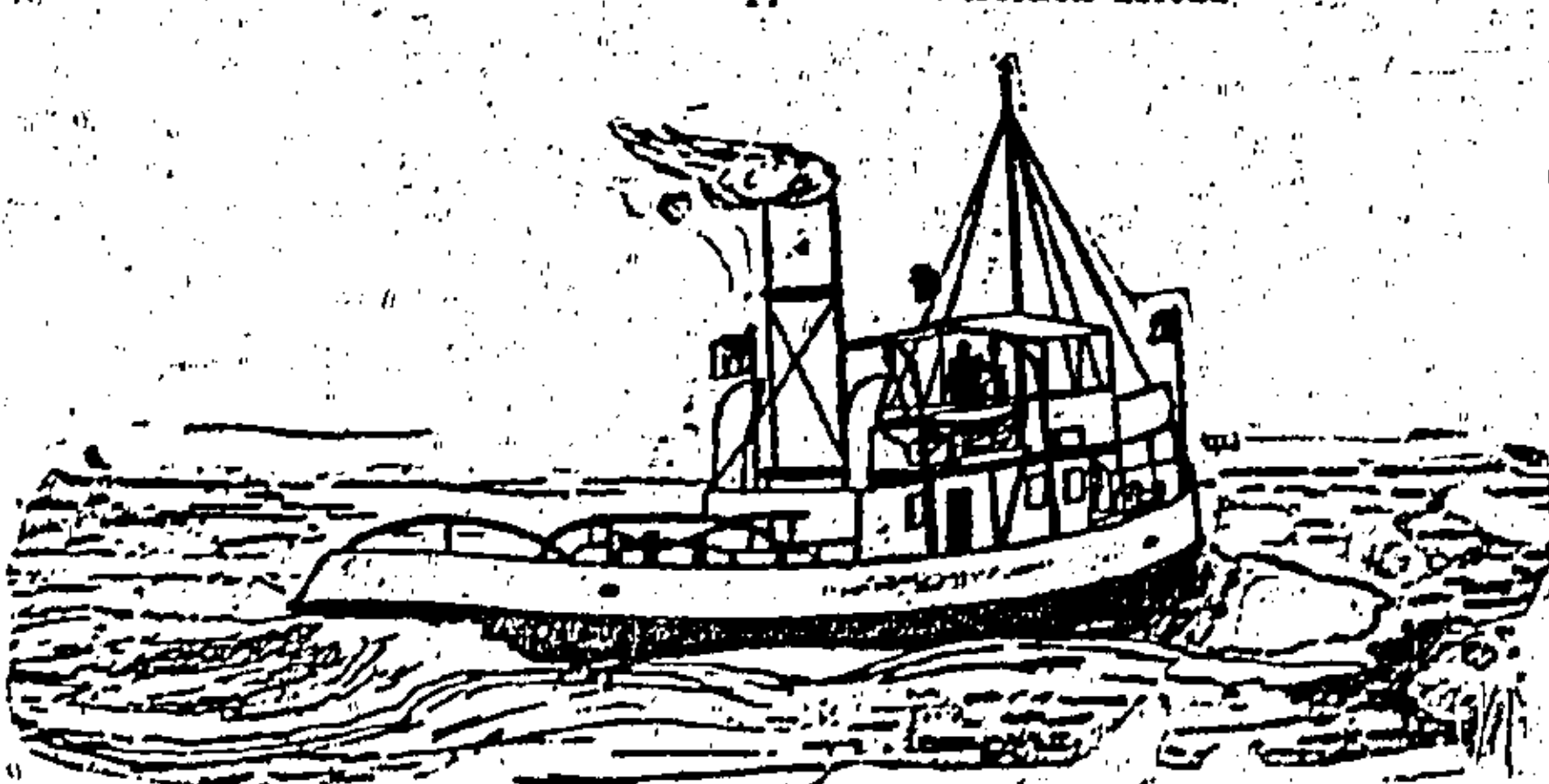
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 232, 233 & 2422. F. OGURI Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



OLL-YARD TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers Founders and Constructional Engineers and Repairs

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, Liden, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class 292—2nd Class 262
 "B" Class Steamers ... 1st Class 284—2nd Class 256
 "C" Class Steamers ... 1st Class 256

S.S. "C" Class Steamers comprise those of the Cargo Type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON" ... via Suez Canal ... 25th August.
 S.S. "ANTIOCHUS" ... via Suez Canal ... 5th Sept.
 S.S. "BELLEROPHON" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	...	...	3rd Sept.
ANDRE LEBON	...	...	17th Sept.
AMBOISE	...	...	1st Oct.
CORDIERE	...	...	15th Oct.
ANGERS	...	...	29th Oct.
OHILI	...	...	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 95.00.00. B CLASS (1st Class) ... 89.00.00.
 STEAMERS (2nd) ... 68.00.00. STEAMERS (2nd) ... 62.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

S.S. C. P. "LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offered).
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

1, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, local and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

* HAIHONG ... Capt. W. O. Passmore ... Sunday, 26th Aug., at 10 a.m.
 * HAIPOONG ... Capt. Ellis Walker ... Tuesday, 28th Aug., at 1 p.m.
 * HAIHONG ... Capt. J. S. Thomson ... Friday, 31st Aug., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier)

For Freight and Passage apply to—

DOUGLAS LARAIA & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

SEASIDE, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"ALIPORE"	5,273	25th Aug. Noon	Singapore, Penang, Colombo & B'way.
"MAEDONIA"	11,089	7th Sept.	B'way, Mars., Gib., Liden & A'werp.
"SICILIA"	6,813	20th Sept.	Singapore, Penang, Colombo & Bombay.
"DONGOLA"	8,083	21st Sept.	Mars., Gib., London & Antwerp.
"MANTUA"	10,902	5th Oct.	B'way, Mars., Gib., Liden & A'werp.
"SUDAN"	6,866	17th Oct.	Singapore, Penang, Colombo & B'way.
"KARMA"	9,098	18th Oct.	Mars., Gib., London & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	do.
"NELLORE"	6,853	4th Nov.	do.
"MALWA"	10,341	16th Nov.	do.
"KALYAN"	9,082	30th Nov.	B'way, Mars., Gib., Liden & A'werp.
"SUDAN"	6,866	12th Dec.	Singapore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mars., Gib., London & Antwerp.

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"MAEDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHGAR"	8,640	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMA"	9,098	7th March	do.
"NALDERA"	15,893	31st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"JAPAN"	6,052	2nd Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	11th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	8th Oct.	do.
"ST. ALBANS"	4,500	3rd Nov.	do.

Frequent connections to Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, via The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,813	25th Aug.	Shanghai.
"TANDA"	9,958	31st Aug. D.L.	Amoy & Yokohama.
"KARMA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.
"NELLORE"	6,853	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For further information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
 22, Des Voeux Road Central, HONGKONG. (Agents.)

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

St. George's Building

O. S. K.
 SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
 "LONDON MARU" ... Sunday, 16th Sept.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon
 Singapore, Colombo, Dumbarton and Capetown—Passenger Service.
 "CHICAGO MARU" ... Tuesday, 18th Sept.
 BOMBAY—Monthly service via Singapore and Colombo.
 "AROUN MARU" (Call at Penang) ... Tuesday, 4th Sept.
 "ANDES MARU" ... Thursday, 20th Sept.
 SAIGON, HANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "BUSHO MARU" ... Saturday, 1st Sept.
 CALCUTTA—Monthly Service via Singapore and Hongkong.
 "HONOLULU MARU" ... Wednesday, 12th Sept.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
 "HAWAII MARU" ... Friday, 31st Aug.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco, Panama and Cuban Ports.
 "ATLAS MARU" ... Beginning of Sept.
 JAPAN PORTS—Kobe, Yokohama via Shanghai.
 "HIMALAYA MARU" ... Wednesday, 12th Sept.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "AMAKUSA MARU" ... Monday, 3rd Sept.
 TAKAO via SWATOW & AMOY.
 "BOSHU MARU" ... Thursday, 30th Aug., 10 a.m.
 TAKAO & KEELUNG.
 "TOYEN MARU" ... Monday, 3rd Sept.
 For sailing dates and further particulars please apply to
 S. SHIMA, Manager

Tel. Central No. 4080.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
HONGKONG, PARROT & HAIPHONG	"YUNNAN"	On 25th Aug., 9 a.m.
HONGKONG & HANGKOK	"LINAN"	On 26th Aug., 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 26th Aug., Noon.
SWATOW & SINGAPORE	"KWANGTUNG"	On 26th Aug., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOW"	On 25th Aug., D.L.
SHANGHAI	"SZECHUEN"	On 26th Aug., D.L.
SWATOW & HANGKOK	"KWEIYANG"	On 26th Aug., 4 p.m.
MANILA	"TAMING"	On 26th Aug., 4 p.m.
SWATOW	"SUIYANG"	On 30th Aug., D.L.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 31st Aug., D.L.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 1st Sept., D.L.

Excellent Saloon accommodation amidsthops, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to end from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 22.

(JOHN SWIRE & SONS, LTD.)

CARGO'S "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Suez, Suez & Aus. Ports
"CHANGSHA"	...	...

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone Central No. 36.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West-Chopaka" ... Due Hongkong 5th Sept.

U.S.S. "West-Carmona" ... Leave Hongkong 6th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S. "West-Farallon" ... Due Hongkong 7th Sept.

Leave Hongkong 8th Sept.

TO MANILA AND SINGAPORE.

U.S.S. "West-Carmona" ... Due Hongkong 10th Sept.

Leave Hongkong 11th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.

Phone Central No. 2008.

K. A. HEYUM, Esq. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £36.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

from CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1930.

Agents.

POST OFFICE NOTICE.

Telegraphic Communication with Gap Rook and Waglan Light-houses is interrupted.

Wireless Communication with Kwong Tehsou Wan is interrupted.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Swatow ...	25th Aug.
STRAITS ...	Yokohama ...	25th Aug.
SHANGHAI ...	Singapore ...	25th Aug.
AUSTRALIA AND NEW ZEALAND ...	Victoria ...	27th Aug.
JAPAN ...	Wakasa Maru ...	27th Aug.
CANADA, U.S.A., JAPAN, SHANGHAI AND ...	Emp. of Asia ...	27th Aug.
London via New York, 27th July, ...		
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. Grant ...	28th Aug.
SHANGHAI ...	Suea Maru ...	28th Aug.
JAPAN ...	Hongkong Maru ...	28th Aug.
London (Letters via Brindisi, 31st July) ...	Yokohama ...	28th Aug.
JAPAN ...	Lisbon Maru ...	28th Aug.
BOMBAY ...	Nagano Maru ...	2nd Sept.
London (Parcels only, 1st Aug.) ...	Kermala ...	8th Sept.

OUTWARD MAILS.

FOR	PER	DATE
Hoihow Pakoi and Hoihow ...	Yunnan ...	Saturday, 25th, 8.00 A.M.
Straits, Ceylon, Mauritius, ...	Alipora ...	10.30 A.M.
Marques, S. Africa, India via Dhaka ...	Wing Song ...	2.00 P.M.
Amoy ...	Katung ...	2.30 P.M.
Shanghai, Japan, Canada, U.S.A. ...		
Central ...	Parcels ...	3.00 P.M.
EUROPE via VICTORIA, B.C. ...	Registration ...	5.00 P.M.
via Victoria B.C. 14th Sept. ...	Letters ...	5.30 P.M.
Ship sails 25th inst., 10 a.m. ...		
Manila ...	Achilles ...	5.00 P.M.
Pakoi and Hoihow ...	Katung ...	5.00 P.M.
Swatow, Amoy and Foochow ...	Hakka ...	Sunday, 26th, 9.00 A.M.
Shanghai and Japan ...	Lisbon Maru ...	9.00 A.M.
Wei Hai Wei ...	Ching Shing ...	9.00 A.M.
Hoihow and Bangkok ...	Lisbon ...	9.00 A.M.
Bangkok ...	Bangka ...	9.00 A.M.
Wei Hai Wei ...	Kuichow ...	Monday, 27th, 5.00 P.M.
Straits, Ceylon, Mauritius, L. Marques, ...	Wakasa Maru ...	Tuesday, 28th, 9.00 A.M.
South Africa, India via Dhaka ...		
Bombay & Aden ...	Misung ...	10.00 A.M.
Sandakan ...	Haijow ...	Noon
Swatow, Amoy and Foochow ...		
Straits, Bangkok, Ceylon, Mauritius, L. ...	Suea Maru ...	Wednesday, 29th, 8.45 A.M.
Marques, S. Africa, India via Dhaka ...	Registration ...	9.30 A.M.
Egypt & EUROPE via MARSEILLE ...	Letters ...	
LLS—due Marseilles, 30th Sept. ...		
Manila ...	Pres. Grant ...	3.30 P.M.
Swatow, Amoy and Foochow ...	Hakka ...	Friday, 31st, 1.00 P.M.
SEPTEMBER		
Saigon, Straits, Ceylon, Mauritius, L. ...	Paul Local ...	Monday, 3rd, 12.45 P.M.
Marques, S. Africa, India via Dhaka ...	Registration ...	1.30 P.M.
Europe via Marseilles—due Marseilles, ...	Letters ...	
5th Oct. ...		

Correspondence bearing vessel same only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"PATROCLUS"	4TH SEPT. Marseilles, London & Rotterdam
"LYCAON"	17TH SEPT. London, Rotterdam & Hamburg.
"MENTOR"	24TH SEPT. London, Rotterdam & Hamburg.
"AGAPENOR"	8TH OCT. London, Rotterdam & Dunkirk.

LIVERPOOL SERVICE

"YANGTSE"	28TH AUG. Marseilles & Liverpool.
"AGAMEMNON"	1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
"KT. TEMPLAR"	20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE

"ACHILLES"	18TH SEPT. } Victoria, Seattle & Vancouver.
"PHILOCTETES"	26TH SEPT. }

NEW YORK SERVICE

"ANTIOCHUS"	5TH SEPT. via Suez and Boston.
"BELLEROPHON"	15TH SEPT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR"	1ST SEPT. for Moji, Kobe & Yokohama.
"PATROCLUS"	4TH SEPT. for Singapore, Marseilles & London.
"MENTOR"	24TH SEPT. for Singapore & London.
"TEIRESIAS"	5TH NOV. for Singapore & London.
"SARPEDON"	11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), AGENTS.

THE INDUSTRIAL AND COMMERCE BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.
BRANCHES: Shanghai, 51, Kiang Road, Hankow, British Consulate.
CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits and inquiries are welcome.
T. H. MAI, Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華
HEAD OFFICE: Alexandra Buildings, Charter Road.
GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
K. C. LAU, Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

24th August, 1923.	
ON LONDON.—	
Telegraphic Transfer ...	3/3
Bank Bills, on demand ...	3/3 1/16
Bank Bills, at 30 days' sight ...	3/3
Bank Bills, at 4 months' sight ...	3/3 15/16
Credits at 4 months' sight ...	3/3 15/16
Documentary Bills, 4 months' sight ...	3/4 1/16
ON PARIS.—	
Bank Bills, on demand ...	915
Credits, 4 months' sight ...	975
ON NEW YORK.—	
Bank Bills, on demand ...	51 1/2
Credits at 30 days' sight ...	52 1/2
ON BOMBAY.—	
Telegraphic Transfer ...	160
Bank Bills, on demand ...	160
ON CALCUTTA.—	
Telegraphic Transfer ...	160
Bank Bills, on demand ...	160
ON SHANGHAI.—	
Bank Bills at sight ...	nom.
Travellers' 30 days' sight ...	nom.
ON YOKOHAMA.—On demand ...	104 1/2
ON MANILA.—On demand ...	103
ON SINGAPORE.—On demand ...	80 1/2
ON BATAVIA.—On demand ...	123 1/2
ON HAIKONG.—On demand ...	nom.
ON SAIGON.—On demand ...	23 1/2
ON BANGKOK.—On demand ...	8 1/2
SOVEREIGN, Bank's Buying rate ...	49.20
GOLD LEAF, 100 fine, per tola ...	30 13/16
BAR SILVER, per oz. ...	30 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$30,000,000
Reserve Funds ... \$24,000,000
Sterling ... \$24,000,000
Silver ... \$24,000,000
Reserve Liability of Proprietors \$30,000,000

Court of Directors:
Hon. Mr. A. O. LEE—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. W. L. Patterson, Esq.
G. M. Dodwell, Esq. J. A. Plummer, Esq.
G. T. M. Edkins, Esq. H. E. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.
Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. STEWART, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted in accordance with the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1922. [25]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, May 8th, 1923. [31]

BANQUE DE L'INDO-CHINE, PARIS.

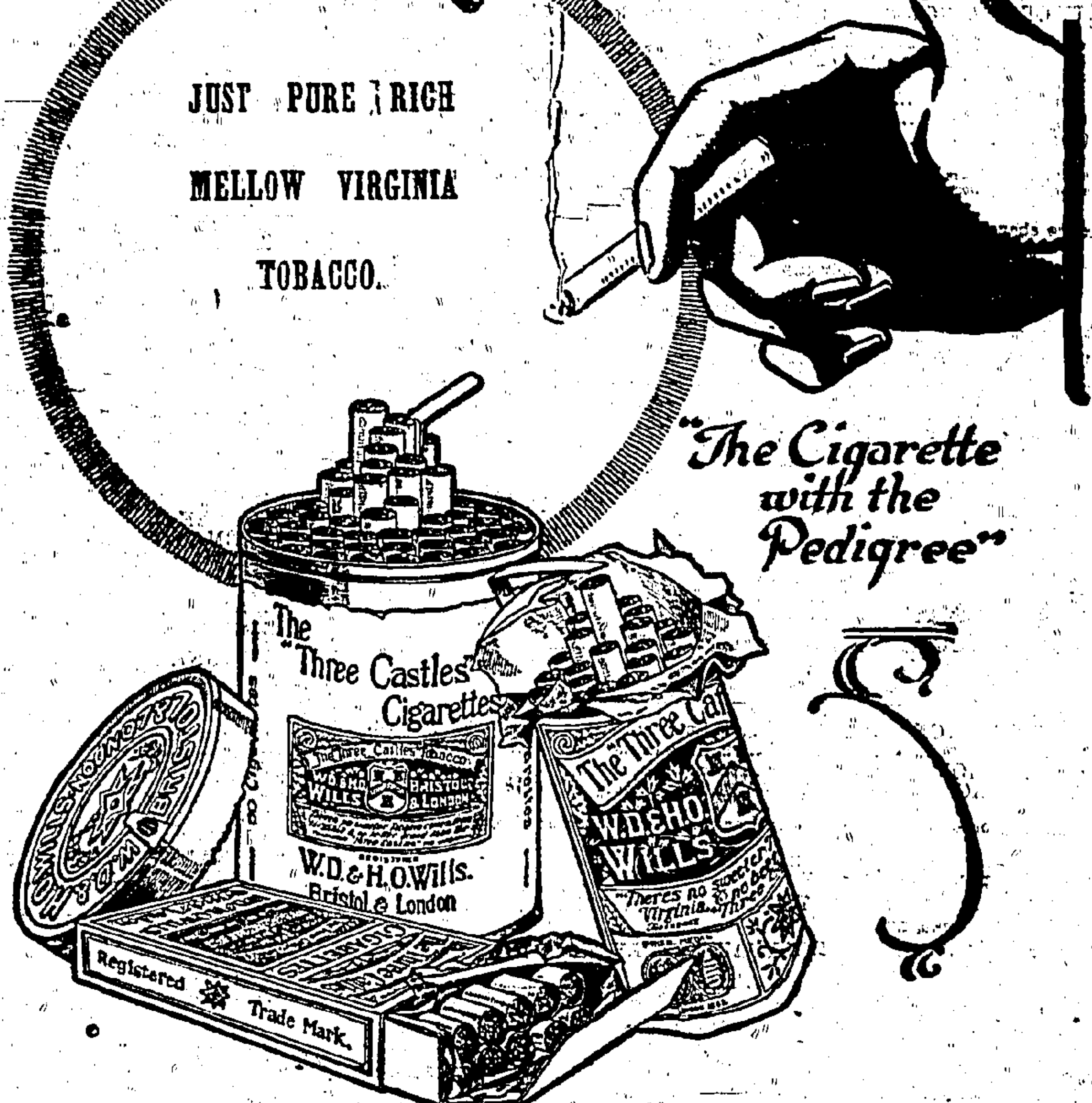
Head Office: 99, Boulevard Haussmann, Paris.
Subscribed Capital ... Frs. 75,000,000.00
Capital (Paid-up) ... Frs. 68,400,000.00
Reserve Fund ... Frs. 59,687,233.54

BRANCHES:
Bangkok, Hongkong, Saigon, Shanghai, Batavia, Canton, Nanking, Singapore, Tientsin, Hankow, Peking, Yunnanfu, Harbin, Pondicherry.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation, Guaranty Trust Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MARBOT, Acting Manager.
Hongkong, July 12th, 1921. [33]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Greenchurch Street, London, E.C. 3.
Authorized Capital ... £2,000,000
Subscribed Capital ... £2,000,000
Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES:
Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Ceylon, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO).
Incorporated by Special Imperial Charter, 1899.
Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 52,500,000
Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Ginan, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shiehchue, Taichu, Tainan, Takow, Tamsui, Toiyen, Aiko.
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Islands, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

HONGKONG BRANCH:
4, Des Vaux Road, Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
No. 10, Des Vaux Road C, HONGKONG.
Established 1919.
Authorized Capital ... \$10,000,000.00
Paid-up Capital ... \$5,000,000.00
Reserve Fund ... \$500,000.00

DIRECTORS:
Mr. Pong Wai Tung, Chairman, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:
LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.
KAN TONG PO, Chief Manager.
Hongkong, February 26th, 1921. [24]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 69,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Batavia, Kobe, Soerabaya, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Shanghai, Dairen (Dalny), Nagasaki, Singapore, Hongkong, Newchwang, Hankow, Osaka, Tientsin, Harbin, Peking, Tsingtao, Kai Yuen, Janciro, Vladivostok.

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
T. NISHIYAMA, Manager.
19th March, 1923. [30]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, Ltd. at 14, Charter Road, Victoria, Hongkong; London Office: 131, Fleet Street, E.C. 4.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
Established 1824.
A. Capital ... F. 100,000,000 23,333,333
Paid-up Capital ... F. 80,000,000 23,658,666
Reserve Fund ... F. 19,789,180 21,647,433
Special Reserve ... F. 22,680,000 21,833,333
Head Office: Amsterdam.

Branches at:
The Hague, Rotterdam, Head Agency: Batavia.
BRANCHES:
Bandjoeasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cheribon, Peclongbar, Tegal, Djember, Penang, Tjidjap, Djokjakarta, Pontianak, Teluk Anson, Koba, Samarang, Weltevreden.

Correspondence at: Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
W. H. GROSCHAMP, Agent.
Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital ... \$80,000,000.00
Paid-up Capital ... 18,278,600.00
Reserve Funds ... 9,622,425.24

HEAD OFFICE: PEKING.
HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers:—The Irving National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchanges.
TSUYEE PEI, Manager.
Hongkong, September 8th, 1921. [33]